

SPECIAL MEETING

Meeting called to order by Vice Chairman Graceffo with a salute to the flag at 7:50pm.

READING: Open Public Meeting Announcement

This is a Special Meeting of the Wanaque Planning Board and adequate notice has been given and it has been duly advertised by the placement of a notice in the Suburban Trends on March 31, 2019 and a notice thereof has been posted on the bulletin board in the Municipal Building in the Borough of Wanaque and a copy thereof has been on file with the Borough Clerk

ROLL CALL: Vice Chairman Graceffo, Members Charles Strobel, Jack Crilly, David Slater and Mary Leonard

PRESENT: Attorney Steven Veltri

Councilman Cortellessa arrived at 8:00pm

ABSENT: Chairman Gilbert Foulon, Mayor Daniel Mahler, Members Kevin Platt and Michael Ryan and Engineer Michael Cristaldi.

DISCUSSION: Wanaque-Susquehanna Avenue 2019 Redevelopment Plan

Vice Chairman Graceffo: This purpose of this Special Meeting this evening is to review the Ordinance that has been adopted by the Borough for a Redevelopment Plan for the property situated in the vicinity of the Susquehanna Avenue near Twin Lakes. It is important for the Planning Board to review this Ordinance and to make comment of the stipulations within the Ordinance as to what our concerns for future development may be within the community as it pertains to this particular parcel of property. I am now going to ask Mr. Benecke to make the presentation as to the Redevelopment of the Wanaque-Susquehanna Avenue Redevelopment Plan.

Bob Benecke of Benecke Economics, Pompton Lakes, New Jersey.

Bob Benecke:

I authorized the Redevelopment Plan Ordinance and the Redevelopment Plan was authored by my partner, Fred Suljic, who is the Borough Planner, and myself. Due to an illness in his family, Mr. Suljic is unable to be here tonight.

Just one point of clarification is that the Ordinance was not adopted, but was introduced. The adoption is pending your feedback.

Ordinance No. 1-0-19 provides certain terms and conditions implementing the Redevelopment Plan. The Redevelopment Plan is a separate document on file in the office of the Borough Clerk and also on file in the office of your Board Secretary. The purpose of the hearing tonight is obtaining feedback from you for the Mayor & Council and for us to determine what your views are about the Plan, not *per se* about the property, etc., but more just about the Plan. The Plan is implemented pursuant to a Resolution of August 14, 2017, which requested that this Board conduct a preliminary investigation as to whether or not the property is qualified as an area in need of redevelopment. After the hearing, it was so determined that they did qualify. That qualification was based upon the fact that the properties were vacant, dormant or otherwise underutilized which is a criteria under the Local Redevelopment & Housing Law that the properties can proceed to redevelopment. I might add that in September of 2013 that Law was modified whereby there is a non-condemnation in a condemnation tract. This is on a non-condemnation tract so that there are no property owner issues here. The property owners and the contract property owner are in sync and they have been duly noticed and counsel for the contract property owner/property owner is here tonight and we are trying to work amicably with them through the Mayor & Council and, of course, their various professionals.

In 2018, the Borough Council, after review by the Planning Board, did designate these properties in an area in need of redevelopment and the Borough and the property owner proceeded to preliminarily negotiate certain terms and conditions of the redevelopment area, which is called a Redevelopment Plan, which would then implement an agreement between the Borough and Tilcon, the contract property owner, for how to proceed with the disposition of the property. The disposition of the property is in an affordable housing district, but yet it is a steep slope area and has other environmental constraints. There is currently a road, Susquehanna Avenue, and I believe Hickory, that intersects or bisects through the property. Those roadways will generally be improved so that Tilcon can access their Bloomingdale/Pompton Lakes quarry and plants. They will build an extension of their roadway from the current terminus, which is just beyond the bridge if you know the area on Susquehanna, a private roadway that will then enter into Bloomingdale approximately one mile up to the west and that road will then be the access point to the Bloomingdale/Pompton Lakes quarry.

It is important to note that there will be a payment for the current Borough properties and there will be some sort of a continuing agreement between the Borough and Tilcon (the operator/property owner) going forward. In the original plan we have noted that it is a License Agreement. That License Agreement language has been modified to be Redevelopment Agreement Fee as opposed to a License Fee because the financing companies have had a problem with Licensing Fees so we've removed the term, License Fee, and put into its place Redevelopment Fee.

In addition, the only other semi-significant, not immaterial but not a glossed over change, is that the Redeveloper has performed and provided to the Mayor & Council a Traffic Study and they will be working with the Council to go through those issues of traffic, left turn and right turns, street cleaning, and the like, over the next few months and those will be addressed. In addition, those provisions of the Borough's Ordinance pertaining to Site Plan Approval will obviously be pertinent, be applicable and they will return with a Site Plan for your consideration.

The underlying purpose of this project is to keep the environments in a vegetative, natural state and yet to have the use come out of that that's revenue generating and as palatable as possible to the community. There are suggestions about traffic signalization, road widening, left turn and right turns, street sweeping, and there are other recommendations and suggestions as well as requirements in the Redevelopment Plan. The Mayor & Council then will cement these in a Redevelopment Agreement and that Agreement will be part of your Site Plan review in terms of if they are complying with those terms and agreements. It has been a long time. I have only been involved with this project and Fred for about the last year, maybe a year and some months. Prior to that, the former Administrator and the Mayor & Council were wrestling with this for about two years prior to that. We think that it is a doable plan, a viable plan and it is obviously up to the Mayor & Council with respect to their policy positions.

One last point is that on page 10, you may not have a colorized version, but we have a colorized outline of the redevelopment area and you also have one in your Investigation Report and you will see Susquehanna intersects with Hickory Drive and that will be the general path, the general roadway moving into the Bloomingdale area. That will be the pathway that will be used. The Plan will also include in the Redevelopment Agreement again the disposition of the Borough property as well as any public right-of-ways.

Again, to be repetitive, we are all concerned about traffic, street sweeping, and hopefully the Redevelopment Agreement will meet the Mayor & Council's approval and we can move on and, if not, then not. Of course, if that does come to fruition, and is solved and executed, then the Redevelopment Agreement would turn into a Site Plan and the Planning Board would then have prevue over reviewing that Site Plan pursuant to the provisions of the Zoning Code.

With that, I would like to answer any and all questions you might have.

Vice Chairman Graceffo: At this point I look to the Board Members to direct any questions they may have in reference to the Redevelopment Plan.

Member Crilly: I am on page 10 of the Plan. I am looking at Hickory Drive going around the various lots and knowing that Hickory Drive has a steep slope going downhill into Susquehanna where you'd make the left-hand turn and there is a small development. Mr. Benecke commented there really is no small development there. There are two or three homes that the contract purchaser has purchased and they are vacated so there are no more homes there. The homes are not along Susquehanna but along Union Court area and that is a separate area. Susquehanna you would make a right in the area of Hickory Drive, but not necessarily on Hickory Drive. You would make a left or a jog into the Borough of Bloomingdale at some point. They haven't decided the road specifically yet, but that is the general path.

Member Crilly stated I am trying to understand the traffic flow. Trucks will enter and exit through Susquehanna and up Hickory. Full trucks full of gravel.

Mr. Benecke answered correct.

Member Crilly questioned has there been any studies done about the slope and their ability to negotiate that turn?

Mr. Benecke answered yes. They say it's fine; their engineer says it's fine. They have to put additional proofs in, but yes they have indicated that it is perfectly fine. They will do some leveling and they may have a different geometry or orientation, but it is fine.

Member Crilly stated lets draw a straight line from Hickory so Hickory cuts diagonally through Susquehanna directly to that Lot 477. Is there any housing or any residents along there?

Mr. Benecke answered no. There is not going to be any thru traffic.

Member Crilly questioned where is the housing?

Mr. Benecke answered it's on Hickory. If you go back on Susquehanna, you'll notice that there are two or three homes in the back across from the lake. On 287 on the right-of-way, there are homes tucked in the gully and those are separated from the Hickory/Susquehanna area by a berm and a yard and a wooded area.

Mr. Crilly questioned in terms of the trucks going downhill, the direction of the truck if something were to happen, you have the slope and may have ice, no one is at risk?

Mr. Benecke answered no one is at risk; not at all. Keep in mind that there is going to be different types of truck flow between roughly December 1st and roughly this time of year when the plants are much slower. The plants are closed when the temperature goes below a certain degree so it'll be a different trucking pattern. I don't want to say there will be no trucks, but there is a perceptual difference between mid-June and mid-January in terms of the trucks. There will be no ice issues *per se*. That is one of the few things that we can say with confidence in terms of the traffic.

Councilman Cortellessa questioned aren't they planning to expand significantly their operations?

Mr. Benecke in Bloomingdale?

Councilman Cortellessa answered we are talking about in Wanaque. The Tilcon area that we are talking about here, they are planning to expand that facility in Bloomingdale.

Mr. Benecke answered that's Bloomingdale's facility, correct.

Councilman Cortellessa commented that expansion, from my understanding, was to include the late winter night for eight months as well. They want to do a lot of work for the State also. I know there is a lot of paving that is not necessarily done in the winter, but there's a lot of additional work that they want to do to expand that business. That business would be a significant expansion at this point in time. I think Jack's questions is a valid question in terms of what are the implications on those roadways. You know what my feeling is in terms of traffic issues and safety issues for the Borough. I don't want to minimize the growth of that business and the impact on various months because there is nothing that says they can't run during that period of time.

Mr. Benecke stated that is correct. Although there may be in the future, and we haven't looked at their license because that is a matter of Bloomingdale and Pompton Lakes, but their licenses do have certain restrictions on them. I am not talking about local licenses; it is the DEP licenses for the operation of the plant. The bottom line is that the ice and snow

control measures would be adequate and there is no technical danger due to that. Obviously, if a truck doesn't have any brakes, we don't want to minimize that. If there is a driver that's not behaving properly, that is a problem as well. Generally speaking, if the safety measures are in tack and so are their cdl licenses, and everybody is behaving themselves, the truck safety concern isn't the issue. The issue is going to be as the Plan calls for, and as the Council Ordinance calls for, as will the Redevelopment Plan call for, is adequate traffic control measures must be in place to ensure the proper flow of traffic during peak truck hours. That is the policy and the strategy of the Borough.

Councilman Cortellessa, in terms of the expansion issues of their business, is there any indication in your mind that they will be adjusting those licenses?

Mr. Benecke answered that there is no indication now, but look, it only makes sense that if you are going to put a road in, you are going to have a bigger business, and if you are going to make that kind of investment and make that type of fee payment to the town, there is going to be some sort of growth in their business.

Member Strobel questioned currently they are going through Bloomingdale to get onto Route 287, correct?

Mr. Benecke answered yes. They are also on Broad Street in Pompton Lakes and they are making the left or the right onto Ringwood Avenue and then hitting 287. I believe most of their trucks come out of Broad and are making their left, going past Wendy's and the Benjamin Franklin building, back into Wanaque and up the route towards Mahwah and 208 so there are some trucks that do go the other way, and there are very few that make the left onto the county road system going towards Wayne.

Member Strobel questioned what's the purpose that they can't keep using that same route?

Mr. Benecke stated, I don't want to speak for them, but in general there plant capacity there is slowing going to be diminishing and the plant capacity in Bloomingdale/Riverdale is going to be increasing and they are going to eventually be moving their operation eventually towards the back of that mountain. It is not going to be happening overnight.

Member Crilly, referring to page 10, stated when I look at Hickory Drive coming down into Susquehanna, there are no single family homes here?

Mr. Benecke answered yes there are but the ones on the Hickory side are all owned by the contract purchaser. They are vacated. They are not condemned.

Member Crilly stated I am looking between 474 and 477, these are not single family homes?

Vice Chairman Graceffo commented those properties are not part of this.

Member Crilly stated the trucks are going down Hickory with a straight beeline towards those homes.

Mr. Benecke answered actually they are not. There is going to be a diversion at some point there at Hickory. Those homes are more towards the south and they are not going to make a beeline there at all. They are going to be on Susquehanna and there is a berm in between. There are no homes. The homes are actually lined to the south of 287. If you go on 287, they outline more to the south.

Member Slater questioned isn't 474 the aqueduct right-of-way and they are not going over that?

Mr. Benecke answered it is and they are not going to go over that.

Vice Chairman Graceffo commented I believe there is a home east of that aqueduct. Mr. Benecke answered I am not sure, but I believe all of the homes are actually vacant now.

Vice Chairman Graceffo commented that's the point. Blocks 474 and 477 don't show as part of the redevelopment, but it is my understanding that they were owned by Tilcon. Is that true?

Mr. Benecke said they are not. Part of 474 is part of the redevelopment, but not part of 477. There are three (3) houses up there that are owned by Tilcon now that have been acquired.

Vice Chairman Graceffo commented that is further up. I'm talking about as you come down Susquehanna, the property to the right, which is not part of the redevelopment plan. Corner of Union and Susquehanna as you make the right turn there are two lots.

Mr. Benecke commented they are not going to be impacted at all and they are not part of this plan. They are part of another plan actually, the Union Court Redevelopment Area, the Plan used the underlying area. They are not part of this plan whatsoever.

Vice Chairman Graceffo questioned do you know if they are owned by Tilcon?

Mr. Benecke answered I don't; not those particular properties.

Member Crilly commented that is what I am referring to because you've got a steep slope and they have to negotiate that turn onto Susquehanna and I believe those are occupied homes.

Vice Chairman Graceffo stated once you get onto Susquehanna it is very flat. It is the upper part.

Member Crilly commented the truck has momentum.

Mr. Benecke stated no they don't. That is a flat area going into Susquehanna.

Member Crilly commented it is flat then, but not on Hickory.

Mr. Benecke stated it is flat. Where the point where they are coming on Hickory is just past the bridge on the lake. So there is going to be another little extension onto that road and it is perfectly flat there. As you go into Susquehanna and up, you will see the first house on the right, which is owned by them, that's not going to be impacted. What will be impacted is just under that ridge will be where the road is, which is the Hickory Drive extension.

Member Slater commented I'd like to assure you that today's dump truck is not the dump truck that I grew up learning to drive. Every one of them is running a retarder or Jake brake of some type which is an engine brake. You let up on the accelerator and it kicks in and brakes the vehicle with the engine without even touching the brakes. As long as the road is maintained, salted or sanded reasonably well, there is no skidding. The only skid that will come is if the guy is high balling down the road. The other thing is, if the weather is that inclement, they are not going to be paving so you are not going to have that traffic. I won't say there aren't dangers, but compared to the truck I learned to drive in the early 60's, they are far safer. Most of them are automatic and you don't have to play with a shifter.

Vice Chairman Graceffo commented the plan has also determined that there will be a light at the intersection of Susquehanna and Union Avenues, correct?

Mr. Benecke answered yes. It is required by the County Planning Board.

Vice Chairman Graceffo commented, it doesn't really show, but this is for my clarification, Hickory as it comes out into Bloomingdale, does that eventually end up onto Union Avenue?

Mr. Benecke answered no, I don't believe so.

Vice Chairman Graceffo questioned here do they exit out of Bloomingdale onto Union to go towards 287?

Mr. Benecke answered they don't. They come back down through Susquehanna onto 287. Next to Burger King.

Vice Chairman Graceffo questioned how many acres is that entire redevelopment area?

Mr. Benecke answered let's call it 40 acres.

Vice Chairman Graceffo commented we talked about two exits from the property from this so called quarry. One exit being in Wanaque coming out on Susquehanna. The second, which we have no idea where it is coming out of, is coming out in Bloomingdale, but the understanding is they're exiting some place on Union Avenue. Is that correct?

Mr. Benecke answered not necessarily, no. Whatever truck geometry or road system is used today, they'll continue to use. The idea is to get into the western part of their, what I call the Riverdale/Bloomingdale plant and come back out Susquehanna and then onto 287 North or South.

Vice Chairman Graceffo commented so what you are saying for the record, is that eventually once this property is developed by Tilcon there will be no exiting into Bloomingdale from the quarry coming up Union Avenue further west of the Susquehanna exit.

Mr. Benecke answered yes, that is my understanding.

Councilman Cortellessa commented all the traffic will be coming down Susquehanna.

Mr. Benecke stated that's correct. That is the way I understand it.

Councilman Cortellessa commented all of the traffic that is into the Tilcon facility today and any growth in the facility that traffic is all going to come down Susquehanna to Union Avenue.

Vice Chairman Graceffo questioned there will be no further exits on Union Avenue?

Mr. Benecke answered no other exits. Not that we know of.

Councilman Cortellessa commented the volume of traffic is the question that you need to know in terms of how much traffic do we have going down Susquehanna onto Union Avenue both in and out and what are the implications to Union/287N/287S and if there is any impact on Ringwood Avenue. That has been the question.

Vice Chairman Graceffo stated that is an important question.

Member Slater stated they are supposed to "punch through the back wall" of the quarry.

One part goes into some 30 some acres that Bloomingdale has acquired and they are going to have to bring the grade level up on that property and then the other is going to be a right turn to come out Hickory, come down behind the Burger King and onto Union Avenue.

There is no other entrance. Broad Street is supposed to be done away with eventually. It is not going to happen this year, but maybe four years down the road.

Mr. Benecke stated it could be as much as five to seven years down the road depending.

Vice Chairman Graceffo commented I am well aware that the main exit is going to be coming out of Susquehanna and like the Councilman has mentioned, the big concern for

the commented would be how much density of trucks is coming in and out of the entrance on Susquehanna and what balance do we have in terms of what is good for the community and what is going to be negative for the community. That is the whole part of this redevelopment plan to bring more value to the community and those properties. Once we have this property redeveloped or approved as a redevelopment plan and they no doubt provide better access through their plant onto Susquehanna, and no other place on Union Avenue other than Susquehanna, which was not my understanding at first. I had the impression that there would be other exits and entrances onto Union further west. The next question is once this property is in the full control of Tilcon it is still zoned as an affordable housing area. They may come back to the Borough and ask for some development within that property and what understanding do we have as of now as to what their intent may be for future development within the property going along the lower portion behind the lakes?

Mr. Benecke commented we are preserving the underlying zone to ensure that we continue to comply, even though we are not participating *per se* with the affordable housing edicts in terms of zoning. The contract purchaser has no desire, nor is it economically viable today to build any housing, let alone affordable housing, on that property for various reasons. The constraints are one; the density required is another; and the land acquisition egress costs and the like are a whole different ball game. There is rock, there would be wetlands, there is so many issues associated with developing that property that, not only are they not interested, but, in the last twenty years since that has been designated as an affordable housing zone, no one has come forward with any interest in that. I don't think that is likely. At the same time we can't discourage affordable housing because it is part of the State Affordable Housing Guideline Edicts that we maintain that zoning intact.

Vice Chairman Graceffo questioned that this redevelopment plan is not changing any of the zoning within that 40 acre plot.

Mr. Benecke answered no. Maybe I shouldn't say this, but I am going to for the record, I'm not sure that they don't have some as a right and ability once they acquire the properties to actually develop this road pursuant to the Land Development Code of the Borough. We haven't gone down that road, we don't want to go down that road, but the bottom line is, and we talked about this with some people in the town, we are keeping the zoning intact. This is nothing but an improved driveway. It is not subject to the Municipal Services Act. It is not subject to anything but our Land Development Code. I would like to make sure we have the traffic control measures in the Redevelopment Agreement, but think about, they have their property rights and they are not developing, building structures or any type of commerce on the land. I just want to put that out there for you. Vice Chairman Graceffo questioned that is for as of right now? Twenty or thirty years from now we don't know what the attitude may be. At that point, it will still be zoned as affordable. In this Redevelopment Plan there is no changing of the zoning.

Mr. Benecke stated unless the Borough Council and/or the Planning Board, through the Master Plan, agrees the zone should change.

Member Slater commented if you look around the area, there are far more properties acceptable to be developed for affordable housing at reasonable costs than that one. Everything has been done up there with a hammer or dynamite. You don't put sewer or water pipes in that kind of property easily. You don't put foundations up. Everything is compounded.

Vice Chairman Graceffo commented over the years we have had proposals for development of that property and all of them have basically walked away because of the difficulty of the property, both the terrain and the steep slopes. But things do change and this particular redevelopment is something that is going on until forty years, 2063.

Mr. Benecke stated the problem that we all see, the Councilman, the Mayor, and we've discussed it, is control of the traffic. What is the impact of the traffic?

Vice Chairman Graceffo commented any inconvenience to the community based on what is going to be coming in and out of Susquehanna. That is the major point of what we have to value or balance as a community.

Mr. Benecke stated, not to be adverse to my partner, but it is also not just Susquehanna and not just Union, it is also the entrance and exit ramps to 287 South. 287 North is an interesting proposition because right now you could argue that the Broad Street trucks are using that entrance and exit in a mitigating factor against the traffic. To me, it is the southbound and it is what then happens to trigger the light at Stop & Shop and these are the types of things that we have to dig into the weeds and take a look at, and counsel for the contract purchaser is here tonight. The County Planning Board is going to do the same thing. They are concerned about the traffic there. At the same time, commerce must be balanced against it. As Councilman Cortellessa will tell you, we are trying to balance the policy of the town, the congestion factor, the noise factor and the convenience factor with the factor that we will have a tax paying property with an additional fee paid. Tilcon is on notice that they have to properly control the traffic and the County Planning Board will weigh in. At the same time, again this predated me by one and half years or so, this is something, as a matter of policy, that the Mayor & Council wants to at least pursue. That is our balance.

Vice Chairman Graceffo questioned this will all be a part of the Developer's Agreement which, right now, we don't have the bits of it in terms of what the balancing act that is going to provide the inconvenience of the traffic, noise and everything else?

Mr. Benecke answered correct; however, you will see that at site plan time. Don't forget that you will see a full blown site plan presentation.

Vice Chairman Graceffo questioned this is also a 24 hour operation, am I correct?

Mr. Benecke answered it is generally a 24 hour operation, but keep in mind it is a 6 to 8:30 or 9am intense traffic situation, and it is a late afternoon intense traffic situation especially for the months of June, July, August and September. Let us not kid ourselves. Those commuting hours 6:00am to about 9:15am, you are going to see quite a bit of trucks and we have to try and meter those, to check those and control those volumes as best as we can.

Member Slater commented I happen to be privy to some of the information regarding this. What we need to understand is that the Riverdale facility is on a lease and the lease ends in about 5 or 6 years at the best. They are being pushed to get out of there. That is basically an asphalt plant, which I was told would be expanded into the Pompton/Riverdale/Bloomington, whatever you want to call it, so any of those guys coming out and getting right onto 287 off Hamburg Turnpike to go south. We are going to be picking that traffic portion up because their goal is to get paving work from the State and from the different towns and much of that is done at night. The pipeline is going to be done away with as it goes over the mountain and they are going to re-route it basically along the railroad tracks

to tie in down behind Walmart on Hamburg Turnpike and go from there. As Bob said, they are going to expand the operation and it is a center hub for them and they have tons of material to take out of there and believe me they are going to do it. If you have ever been to Mount Hope and see what they run up there. There has to be 14 or 16 silos just in the holding tanks for the asphalt that they pave and they run all over with that material. They want to be closer to the city. It is going to be an expansion and, as Bob said, it is going to be a tough one to monitor the traffic.

Councilman Cortellessa commented there are quite a few questions about the traffic coming down Hamburg Turnpike and then making a left onto the Ringwood Avenue section to get into the quarry and then all of those trucks are not going to get off at Hamburg Turnpike. They are going to come up to Union Avenue.

Member Slater commented I doubt they will come up Union Avenue. They will probably come up to the next exit and get off 55.

Councilman Cortellessa stated that is what I meant. They'll come up to the exit on 287 and then get off onto Union Avenue to get into the quarry. If they are going south, they'll get off at Burger King and get in that way and that road is a little bit steep. In front of Stop & Shop that is a two lane road that comes down and one goes right towards Ringwood Avenue and the other one you would make a left going into Bloomingdale or, in this case, into Susquehanna. Those are the traffic issues that we need to clearly understand.

Vice Chairman Graceffo commented, even as of today, if you drive there during peak hours during the morning and afternoon, traffic is backed off way off the exit coming into Wanaque to make either a left or right onto Union Avenue or towards Ringwood Avenue. It is congested now; it backs up way into 287. Again, we understand the purpose of the redevelopment. It gains some plus to the community in terms of redevelopment fees, but at the same time it's going to provide some inconvenience to the community, primarily the additional traffic, the additional noise, the additional dirt and mess. It is a question of what the community wants to balance in order to continue to develop and to make it a more valuable piece of property.

Member Crilly questioned do we have a direct peak season and a ballpark estimate in terms of the truck volume?

Mr. Benecke answered I have one in my head and we've seen some reports and they generated a report for the Mayor & Council, but we are going to reserve judgment on the final counts until they come along more in the process. If we just take a thumbnail sketch. Let's assume we are working with a 3 hour window in the morning and assume it is 1 truck every 5 minutes. That is 12 trucks in an hour over a three hour peak period. That doesn't sound like much but that is a lot because if you drive from Susquehanna up the ramp going southbound, that is going to be a three minute trip in and of itself. So we just have to monitor those 40 or so truck trips in the morning. Then you are going to have the shorter period of 5:45, 9:15 and what happens between 9:15 and 12 there are going to be several per hour? It's going to be additional 40/50 trucks in the morning traversing that 300' or so road. That is why we think there is going to be an additional lane going up that ramp. Member Crilly questioned what is the timing issue that they have to move all this during rush hour?

Mr. Benecke answered they start early in the morning and they queue-up. All construction jobs, whether it is in Manhattan or if it is in Rutherford, they start the construction jobs generally at 7am, which means the trucks have to be loaded and get ready to go on the road by 6am or so.

Member Crilly questioned that the delivery has to be made on that day at that moment.

Mr. Benecke answered yes.

Councilman Cortellessa stated a truck will deliver, come back and go back to deliver again. They have that type of requirement. The other part that we talked about it's not simply making that left or the traffic that Mr. Benecke was talking about, but when those trucks are trying to go onto 287S, you are going to have trucks that are trying to get to Ringwood Avenue to get onto 287N.

Mr. Crilly commented it's not just going to be that immediate right-hand turn onto 287S. Some are going to go straight to the intersection.

Councilman Cortellessa commented even though there is some view that most of the business is south, you have to look at what the traffic is now, and some of it goes north without any question. My concern is the traffic and, as much as the traffic, it is also the safety issues associated with that. You are talking about 80,000lb trucks (40 ton trucks) so that is a concern. There are some benefits to the community, the redevelopment elements of it, the financial elements of it, but sometimes you look at it and you say the financial elements over thirty/thirty-five years and you average out the annual value, you say is it worth it to the community and that is what the Planning Board and the Council has to decide. In the traffic studies they talked about the level of service, what is the delay between each car, how much do they lose between in terms of their travel, and that's why we have to look at the traffic studies a little closer. There are some real questions as to when they say 2/10ths of a second, that is not reality, so we need to really look at those numbers to be clear. The future redevelopment is an important element of it but there are some really quality of life issues for Wanaque that we all need to consider; not only the Planning Board but the Council as well. I have to tell you Tilcon has been very cooperative in trying to answer all our questions, but there are a lot of questions.

Vice Chairman Graceffo questioned the traffic study has not been completed or projected?

Mr. Benecke answered there is a traffic study that the Administrator and the Mayor have. It has to be more refined as site plan comes forward and that will be done. There is also going to be some other traffic implications studies of Ringwood Avenue that is not necessarily only related to this project.

Vice Chairman Graceffo questioned most traffic studies are based on a projection of what they feel their trucks will be entering or is it based on what is there right now? What is there right now is not the issue. The issue is the projection of what comes out of there.

Mr. Benecke answered I think to get to Councilman Cortellessa's point is that there is already some base knowledge because we know that coming out of Broad Street, the trucks make a left and then they continue onto the northbound ramp of 287. If that roadway is ultimately shut, then they go to Union, Susquehanna and then they are going to go the northbound ramp that way. Again, it is probably not as much activity because there is not as much happening in what I call the Highlands Area of Bergen County, Mahwah, Franklin Lakes, Oakland is barred from the sewer service area for a technical reason I can explore with you some day, so there is not that much happening in that area. Where the

action is more going south and hitting the Route 80 corridor, Route 3 corridor into the Meadowlands, and going north onto 208 and looping down is just a traffic nightmare and it makes much more sense to go down either 23 or even to 287 to 78 to get into that city area. So that is what the trucks typically do. One last point on my part, we are not just concerned as planners and economic developments people etc. with what is the here and now, or what is going to happen in the next two/three years, but the enforceability of things five/six/seven years out when we are gone or when we are nearing completion, who is going to enforce this and how is it going to be enforceable, so we need to make sure that we hand this off to the next administrator, mayor and council in a way that it continues to be enforced and it doesn't turn into something that people can look back on and say: hey those guys should never have done that back in 2019.

Vice Chairman Graceffo stated there is a saving about the revocation of the license. Depending upon how that is developed, it is in there but it may not be very effective if they challenge you.

Mr. Benecke stated you have a couple of things that run against them. First off, they can't get financing with the term "license" so it has to be "redevelopment fee", and I said that in the preamble of my introductory talk tonight. Second is that you have to realize at some point their property rights are going to take over and they are going to be cemented and, if they misbehave in a certain manner, we will have certain remedies. But the bottom line is that those remedies are going to be limited and perhaps they will be attached to their license with the State for quarry or reclamation permit, if there is one in place, perhaps it'll be video camera ticketing and summoning and perhaps there'll be other measures. The bottom line is we are going to try and get as many of these prophylactics in place in the Redevelopment Agreement so, at least in our longer term horizon, ten/twelve/fourteen years out, it'll be as well-crafted as we can possibly make it. To your point Mr. Chairman, we don't know what is going to happen in twenty or thirty years from now.

Vice Chairman Graceffo commented that is my point and just like you mentioned, I mean all well and good and it is stated in here that we have the right to terminate their license, but it may not be as easy as it is stated here to do. I mean you have words that you feel reassured by, but when the time comes five years from now or seven years from now, it may not mean anything.

Mr. Benecke stated that is correct. There are a few things that we've discussed with Tilcon's counsel like liquidated damages, other types of contributions, payment in lieu of tax arrangements, which really don't work on these types of projects. We've explored various business and *quasi* legal terms with them and those have to clearly be straightened out as part of the Redevelopment Agreement. Again, the bottom line is that we are all trying to balance out the interest of Tilcon and the redevelopment aspects with the interest of the community. Again, as Councilman Cortellessa has said, Tilcon is very agreeable to answer the questions, to provide their traffic input, to talk to us about business terms and to be very reasonable about those terms. At the same time, that is a static, vertical pipe and then there is another static, vertical pipe, if you will, standpipe of concerns of the community revolving mostly around traffic and traffic safety. That is for others, not me to balance out and I know what I would do if I was in the town fathers and mothers situation, but I'm not. I think some of you may know how I feel, but I am not in that position.

Member Slater commented one thing that has come up from some people I've talked to is direct access to the highway and I don't think you are going to see that. The chances of that would be the same as seeing a blizzard in August.

Member Benecke agreed.

Member Slater commented in my youth the early 60's I was involved in the Pay K Collar Appoint 2 Reservoir and most of that material went to Union Avenue and Route 17 in Rutherford or East Rutherford. We loaded over a three year period an average of 75 or 80 trucks a day and that was make six or seven loads down there. At times there were 100 to 110 trucks. I don't remember an incident of an accident. There may have been complaints of people being cut off or behind a slow dump truck, but these were on little roads that weren't much better than Union Avenue is now. Union Avenue to Franklin Lakes Road and down Ewing Avenue and went down. Was it a heavy load, yea, and we started at 7:00am. They were ready to go at 6:10pm, but I don't remember an incident and the roads were of far less quality or capacity at that point, so it is manageable.

Vice Chairman Graceffo stated we hope it is manageable and we hope that the town Mayor & Council, in developing the Redevelopment Agreement, that they are concerned, and I am sure they are concerned, that there is a balancing act to all of this. It is one thing to know the problems and another thing to know what the benefits to the community will be.

Vice Chairman Graceffo: If none of the Board Members have any more questions, I would like to maybe have the attorney for the property owner, if he would like, to come up and make a few positive statements and what he thinks the benefit of the Redevelopment Plan would be to our community and to his company.

Seth Tipton from Florio, Perrucci, Steinhardt & Cappelli and I represent Tilcon. I have been working with Bob for the past year on this project and I think Bob did an excellent job summarizing how we got to where we got today. We have had countless meetings with Mayor and Council people and some of the members of this Board to try and address all the concerns that are raised here. We are certainly very cognizant of those concerns. A couple of things I just wanted to note as I heard some of the questions that were raised today. Just to clarify what I think may be some slight misconceptions.

1. With respect to the orientation of the road, under the plan that is proposed, Hickory Avenue is not going to be used. It will be a new road with a new grade. The properties that are all owned by Tilcon would be consolidated into a single site plan that goes before this Board and, you will see at that point, the orientation of the road. I can assure you that it takes into account exactly the concerns you are raising. No one wants a grade like that. Those interior roads only make sense for residential development that won't exist. The new road would be specifically designed to handle truck traffic in any type of weather and the grade concept would essentially be eliminated just because it is going to be a long loop sort of path versus a direct shot down Hickory. Hickory obviously services mostly the NJ Elks Association. We negotiated an easement with them for their rights to access their properties as well as a sizeable financial commitment to the Elks Association in exchange for that every year. We have a good neighbor there and our agreements with the Elks Association relative to the access to their properties, which are the only remaining properties on the south side of the bridge on Susquehanna, have been resolved.

2. With respect to the traffic counts, I think there was a number of concerns raised relative to what is the anticipated expansion of the quarry activities and how does that impact on traffic. In August of 2017 when this project began, we heard those concerns loud and clear. We hired, at our own expense, a traffic consultant and he performed trip generations and actually went out and monitored existing traffic from Union, from the quarry and then what we did for these purposes was we actually anticipated a 50% increase in total volume. Those traffic studies were submitted to the Mayor & Council in May of 2018 and, at the Mayor & Council request, we updated that traffic study to include even more exploration of potential things that could mitigate the traffic impact. That report was submitted in June of 2018. While we are talking about expansion, the traffic trips that we are talking about are sort of already captured in the existing traffic report. We are anticipating a 50% increase in traffic over time. It is not going to be all at once, but over time, and those numbers are somewhat consistent with what Bob described. The only thing I wanted to note was, the same reason you and the residents don't want to be stuck in traffic, these trucks don't. They want to be out of there by 7am. The peak time, when we did the traffic measuring for the existing quarry activity, peak trips were between 4am and 6a. Second trips were between 1:30pm and 3pm. These trucks don't want to be caught in rush hour, they get paid by the load, they want to be in and out, and so the idea that there is going to be a ton of traffic during peak traffic times is not really the case based upon the traffic analysis we've done. Obviously, these guys don't want to sit in traffic either.

3. The only other thing I was going to note was presently the situation is that these trucks go down the center of town. While we understand that there are obviously concerns with the way they are going to be accessing the road now, I think it is important to note that we are mitigating probably the worst scenario right now, which is the trucks entering a busy intersection in the middle of a downtown area. Obviously, they are going to be redirected here, but redirected very close to an on ramp. Based upon the traffic reports that we've received and shared with the Mayor & Council 80% of the trips we monitored were headed southbound so not impacting the light queuing that would occur at the Union Avenue intersection.

4. The other things that I want to highlight that are in the Redevelopment Plan that is before you tonight is that Tilcon has obviously agreed to the extent that there is a signal required at Susquehanna that they will pay for it at their expense. If there isn't, then we are going to make a sizeable contribution to the extent that a future signalization is required at that site. We are going to agree, to the extent permitted by the County, to do an expansion of Union Avenue to accommodate the additional trips and to eliminate the possibility that the queuing at the intersection results from what is anticipated to be mostly southbound traffic on 287. I think to Bob's point, Tilcon is very receptive to traffic concerns to the extent that those things continue to rise. To Bob's point, the devil will be in the details and I think the Redevelopment Plan will be a finer point on some of those obligations. As a fundamental item, we are here and ready to listen to those comments and ready to drill down on those items, and I think we are hoping to get to the Redevelopment Agreement to do that. We have already exchanged drafts of that where we anticipated some of these traffic mitigation items and things like that.

Member Strobel questioned, since your study for your peak time of June, July and August, in those hours of 4am to 6am, how many trucks do they facilitate now?

Attorney Tipton answered I don't know the answer now, and I don't have the raw data from the traffic report, but what I do have is the anticipated truck generations, so it's the existing plus 50%. Entering and exiting between 4am and 6am is 150 and that is with the 50% so 100 presumably.

Member Strobel commented so it's a little different then 1 every 5 minutes. It's 150 in two hours.

Attorney Tipton commented we did a count for 7am to 9am and that number drops to 40 and that is with the 50% add on.

Mr. Benecke commented I'm more focused on the rush hour and the impact on the community as opposed to the off hours. I assumed that rush hour is generally 6am to 9am. Member Strobel commented it would be the same aspect at 1:30pm to 3:30pm.

Attorney Tipton commented not the same; it is about half of that at 70. Really the morning is the big load-up time. The last count we did was commuter evening 4pm to 6pm and even with the 50% add on that's only 20. It really drops off at that point. These guys are doing their last load between 1:30pm and 3:30pm and then going home from that and not coming back.

Mr. Benecke commented, from my perspective, it is all fine to talk about 4am to 6am and that is great and their traffic engineer I use all the time and they are the best in the business, there is no question about it, but from my perspective in town if there are 40 additional trucks per hour, or whatever the measurement is, and my daughter who lives in town is trying to get to work at Hackensack Hospital, it is an issue. I understand that 4am to 6am may have other truck traffic especially in June, July, August and September, but at the same time there is that rush hour impact.

Member Strobel stated every five minutes I don't think really going to have an impact.

Mr. Benecke stated it does because of a full load creeping up that ramp.

Member Strobel stated by 80% of them basically making a right onto Union and right onto the ramp.

Mr. Benecke stated I don't think it's 80%.

Member Strobel stated I am going by what was said. Even if it is 60% or 70%, it's mostly one making a right and a right and its done so the only part of it is the 20% to 40% that is going to go down to Union and make a right and a left onto 287.

Attorney Tipton commented I would like to note, so there is no misconception, we didn't cherry pick a traffic engineer. We used the one recommended by the Mayor & Council.

Mr. Benecke commented they are the best. There is no question.

Attorney Tipton stated this counts are accurate and they were done twice; once in March and once in August which was appropriate averaging of the peak times.

Member Strobel commented the other part I picked up on was the light that you are going to put in there. So now you are going to come down Ringwood Avenue and hit the light at Stop & Shop and then hit another light past that by Burger King.

Attorney Tipton commented to the extent the light is required by the County. That is one of the reasons we are kind of leaving that to the Redevelopment Agreement because it is an unanswered question at this time. If a light is required by the County, Tilcon is committed to do it at their expense.

Member Strobel questioned lastly I am trying to figure out so you make that left onto Susquehanna and you go into that area, is the development going to be partly in Wanaque or is everything going to be in Bloomingdale?

Attorney Tipton answered the development is essentially just a road.

Member Strobel questioned is the loading?

Attorney Tipton answered no it is not anticipated that would be inside Wanaque, no. The plans that I have affect basically from the edge of Borough all the way to Susquehanna is the only improvements of the roadway surface.

Vice Chairman Graceffo stated my understanding was the mining of the quarry portion is strictly in Bloomingdale and Pompton Lakes and nothing in Wanaque, except the roadway.

Attorney Tipton stated, as far as I know, that's right. I've seen plans for the last two years and none of them reflect anything further than a road in Wanaque.

Member Strobel questioned as far as the noise of 4am to 6am is not going to affect the community because it's near anything, correct?

Councilman Cortellessa answered it is the truck noise that they are talking about as well, not just the work in the quarry itself. That has not been necessarily an issue unless they start blasting, which I don't think they are. The truck noise to the hotel over there to the other places. Now you also have the extra space that Taco Bell is going to be bringing into the community as well.

Councilman Cortellessa stated one of the questions I have, and have always had, and I recently met with someone at Tilcon who does the traffic study, when you come out and you make that right to go down to 287S, and you build a road to be able to make it a little bit easier to make that right, people coming from Bloomingdale are going to be behind those trucks or they are going to be in the other part of the road to try to get onto 287S, so that is one of the issues and that is safety issue that you have. If you look at the number of trucks that go into Broad Street and watch that, there are a lot of trucks that come down Hamburg Turnpike and make left. To me it is more than one every five or ten minutes; there are a lot of trucks. One of the concerns which I think they need to address, and I think they will because they have tried to be very responsive, is coming off of 287 if you are going south and getting off at Exit 55 and you try to make that left-hand turn to go down Union Avenue into Susquehanna, that is a problem across by Stop & Shop. That is a traffic issue.

Member Strobel commented that is always backed up especially when they close Skyline Drive.

Councilman Cortellessa continued and then going back up on south all of that traffic and you've got the traffic that is coming from Ringwood Avenue to get onto 287S you are going to have trucks and that traffic. It is tough enough now. So we have to figure out how to solve that problem.

Member Crilly stated we are also talking about the pace of a truck ambling up that entrance ramp to 287S and once that truck gets on there now you are in the live 65mph traffic and there is going to be impatient people behind those trucks darting out into the center and left lanes on 287, and we're not allowed to touch 287. That is another traffic issue that is on the highway. On another point, something that you said because now I am confused, no trucks will be on Hickory?

Attorney Tipton answered as far as we are concerned Hickory is really not part of the plan.

Member Crilly questioned, I am looking at Susquehanna, so there is going to be a road or additional roadway or driveway coming off of Susquehanna from the quarry?

Attorney Tipton answered that is right. It's helpful not to even think about those streets that exist today; those paper street, they don't exist. There was a whole community that was planned at one point. Forget those exist. Where Susquehanna Avenue sort of takes a bend and follows the arc of the highway; essentially as soon as you cross that bridge on Susquehanna there would be a new roadway starting to the right behind the lake. Not past Hickory. Hickory only starts technically on the tax maps once it turns, which is about 150' north of where our new roadway will exist. Susquehanna Avenue still goes on to the end. Member Crilly questioned so I am looking at Lake Drive; I am utterly confused.

Vice Chairman Graceffo commented there is going to be a new road and that's the whole point. Coming off Susquehanna and into their property.

Attorney Tipton commented you drive across the bridge on Susquehanna Avenue and take a right.

Member Crilly commented I see the lake and the little stream, that is the bridge we are talking about. There's Lake Drive there now.

Attorney Tipton commented that won't exist.

Member Crilly questioned are you building the road there though?

Attorney Tipton answered yes, but it won't follow the same angle as that.

Member Crilly commented but that is where the new road is and that is why there is no grade. See, that was not made clear to me before. I'm looking at Hickory all this time and seeing this straight shot down.

Vice Chairman Graceffo commented they are going to have to come back to the Planning Board showing us exactly how this road is going to be constructed and where. The point being is it is going to be accessed at Susquehanna and then a road, of some sort, will be into the property towards their quarry.

Attorney Tipton commented we are staying far away from the Elks property/access which is Hickory.

Member Crilly commented you are on the downside of the slope. You are in between the slope and Union Avenue is where the road access.

Vice Chairman Graceffo stated between the lake and the hill.

Attorney Tipton stated yes. We are avoiding that steep portion. We've got it all the way to the border of the township is where we will do the descent sort of in the middle of nowhere and then it turns once the slope is over and we'll go on the flat ground all the way up to Susquehanna Avenue.

Vice Chairman Graceffo questioned, out of curiosity, has there been any discussion with the State in reference to the 287 access?

Attorney Tipton answered I believe the answer is our Traffic Engineer had some type of interaction, but it does not appear that's going to be anything that they can do. I have not myself. The response from the Traffic Engineer is: "It is very unlikely NJDOT would be willing to widen the ramp keeping the minimal increase in traffic from the proposed development. The favorable alignment of the roadway and the associated cost of the improvement." If I remember correctly, the primary response on that was because predominantly all the trips are going to southbound and that is a very long and straight on ramp. Actually presently the current on ramp for south from the other entrance is worse

for trucks because there is a big turn and then they got to ramp up. Whereas, the entrance from Union Avenue is a straight, long shot. Their other response was that they said that the number of trips generated would not rise to the level requiring that type of work because I guess it is a very major undertaking.

Member Slater stated I think if you access 287 like I do most mornings you'll find that your worries about the potential for idiots going up the ramp and out into the center or left lane exists presently. It is an everyday occurrence since there are a lot of impatient people out there. There is almost an accident every morning when I go up. The other is that those that come down Union Avenue to access mostly 287N, if there is going to be traffic problems with the truck, my feeling is that they'll go down the turnpike and get on in Riverdale as opposed to coming into that mess. Also, most of the heavy volume or constant volume, if they are running asphalt they don't start until 7 or 8 and they quit at 4 and you are going to get return loads and millings that they pick up when they do the road and turn around and go back full. As Bob said, nobody is going into Bergen County.

Vice Chairman Graceffo: Are there any additional questions from Board Members to Tilcon? What I can do is open it up to the public even though it is not on our agenda, but I think it is important that we do. So I'll take a Motion to open it up to the public.

MOTION TO OPEN HEARING TO THE PUBLIC: made by Member Crilly, seconded by Member Strobel. Motion carried by a voice vote.

Vice Chairman Graceffo: I would like to address the community. If anyone in the audience has anything to say, please step up to the mike and state your name and you may make your comments.

John Maiello, 26 Rhinesmith Avenue, Wanaque

Mr. Maiello stated I have a couple of questions I have to understand because we use the roads. There are times that 287, with an accident or something, is so blocked up, what are they going to do?

Vice Chairman Graceffo answered be delayed like everybody else I guess won't they?

Mr. Maiello questioned when they are coming up, how will they affect any traffic by us and the town using roads if we want to go to the Burger King, or go someplace?

Vice Chairman Graceffo answered when there's traffic or an accident John it's an inconvenience. There is not much we have control over.

Mr. Maiello stated I know, but will they cause more of a problem?

Vice Chairman Graceffo answered that is what we've been saying all evening. They are anticipating an additional flow of traffic and it's the town's concern is how much, and I don't think we know that answer.

Mr. Maiello questioned if you find out that certain times of the day that the road going down to Burger King is so crowded and they are using so much of it, and if there is an accident down below and all the traffic is coming, you'll find all the cars coming up and they block road and what if they have to use that area. How is that going to affect us?

Member Slater stated they won't be coming up on Ringwood Avenue north of the highway. It is all access to southbound.

Mr. Maiello commented I'm talking when there is some kind of incident on 23 or any of them out there, when we are going down and where there is accident any place. If you come up here sometimes at 5pm coming up Ringwood Avenue half of the people go by Burger King and block all the roads. How is that going to affect us? That is all the questions I am asking.

Mr. Benecke answered they are going to sit in traffic Mr. Chairman just like everyone else. Vice Chairman Graceffo stated there isn't much you can do if there is congestion.

Mr. Maiello questioned but how they are going to block it from everybody else?

Vice Chairman Graceffo stated they are going to be in it with us. It's just that they will be adding more trucks to it. That is what we have been talking about all evening. We can't stop progress and the best thing is to try and make these situations work as best as possible and that's what we are going to do.

Grace Maiello, 26 Rhinesmith Avenue, Wanaque

Mrs. Maiello stated she asked questions of the Mayor & Council the other night and I'm just listening to you now. Who owns that bridge going over the river?

Mr. Benecke answered right now it's a public right-of-way so it would be the Borough.

Mrs. Maiello stated she remembers several years ago when we had a big flood and it washed out that bridge and the town had to end up doing that bridge and I don't know if the ever got money from the State, Department of Transportation or whatever, but the concern was the river and the Environmental Protection Agency, whoever, is involved with that river. Are we still going to be responsible? Those are heavy trucks and what happens? Is that bridge going to be improved?

Mr. Benecke answered it is going to be improved. That was Hurricane Floyd if memory serves and after that Hurricane the bridge was rebuilt to higher standards. It is going to tested and rebuilt as part of the Redevelopment Agreement or at least shored-up. It will obviously take the truck traffic because, if not, the first truck that goes over it will end up in the water, so it will be done.

Mrs. Maiello questioned but the town will still be responsible if something happens to it?

Mr. Benecke answered yes. It is public road, just like any sink hole or pothole or collapsed street, so we have to make sure it doesn't happen.

Mrs. Maiello stated I asked at the Mayor & Council if Susquehanna was owned by somebody else.

Mr. Benecke answered Susquehanna will be owned, at least at to the terminus, by the Borough through the public right-of-way and at the end of that terminus, somewhere just on the other side of the bridge, will become a private roadway.

Mrs. Maiello so from that point to Union Avenue the town is still responsible. I got the wrong answer the other day. Thank You.

Vice Chairman Graceffo asked, obviously since most of the traffic is going to be from the Tilcon development, is there any consideration in the Redevelopment Agreement that they be responsible for the maintenance of that bridge?

Mr. Benecke answered yes, absolutely.

Vice Chairman Graceffo: Let the record show there are no other members of the public coming forward. Can I have a Motion to close?

MOTION TO CLOSE HEARING TO THE PUBLIC: made by Member Slater, seconded by Member Strobel. Motion carried by voice vote.

Member Benecke commented wanted to make one clarification. In these Redevelopment Plans we do more than anyone in the State and one just came up in a South Bergen City. We don't write a Redevelopment Plan for a redeveloper or a property owner. We write the Redevelopment Plan calling balls and strikes taking all available input. I understand it is not a condemnation so it is a little bit looser and we obviously want to talk to the proper parties and in this case it is Tilcon for full disclosure. We don't want to see where the road is sighted. We want you to see where the road is sighted at site plan time. We don't want to see the traffic study right now. We want to call balls and strikes. We know that the traffic is going to be bad. We also know and have talked to the Mayor & Council about balancing that act. While Mr. Tipton represents his client very well and they have been very, very agreeable and very forthcoming, we also want to note that we don't write this specifically for a specific redeveloper. We write it for the Mayor & Council.

Vice Chairman Graceffo: At this point, it is really our responsibility to basically make our comments and transmit them to the Mayor & Council so they know exactly what information we were hearing, what questions we were asking and what answers were put forth. I have asked the Board Attorney to put together a few notes as to what our comments have been and our concerns so that the Mayor & Council are aware of our comments and that they are transmitted to them before their next regular meeting which will be held on Monday, April 8, 2019.

Attorney Veltri: I just jotted down a couple of notes about what I've heard tonight and the valid concerns that I heard, and how we are trying to balance the concerns against the quality of life in Wanaque.

1. Traffic control concerns and issues
2. Fears about increased or expanded number of trucks being on the road and number of trips they will be making
3. Timing/hour issues in terms of when those trucks will be affecting traffic the most
4. Street cleaning issues
5. There was a mention about safety issues that I think counsel clarified, but there were concerns about the large dump trucks and the steep slopes and grades on the roadways, combining that with weather, snow and ice concerns

6. Zoning concerns. It is an Affordable Housing Zone and is going to remain unchanged but have concerns about future development on that property

7. Concerns about enforceability; how are we going to enforce the Agreement and how are we going to be sure the right fees are paid and when they're going to be paid and how we are going to control into the future.

8 Concerns about noise

9. County Planning Board Requirements: It was mentioned that the County may require an additional traffic light at Union & Susquehanna Avenue and Tilcon has agreed to pay for that traffic control and any other traffic controls that the Borough of Wanaque thinks are necessary. County has not made any written comments and/or reports at this point.

Vice Chairman Graceffo: If there is any Board Member that would like to add something to that list, now would be a good time to do that.

Member Slater commented I think we can control noise with the elimination of the engine braking as they come out of the facility.

Mr. Benecke advised that we have already mentioned that to Tilcon.

Member Slater commented to me that is the biggest amount of noise you are going to get. The other is an enforcement issue. Every vehicle made has to have a muffler on it. Many of the drivers have become quite cute at eliminating it. You get six to ten of them with a \$400 modification fine and that'll put mufflers back on the trucks real quick.

Member Strobel stated just a concern about the traffic and the additional light on Union Avenue.

Vice Chairman Graceffo commented to Attorney Veltri about the additional traffic light. Attorney Veltri commented what I heard was that the County Planning Board is going to probably require that and Tilcon has agreed to pay for that traffic control and any other traffic controls that the Borough of Wanaque thinks are necessary. Is that correct counsel?

Attorney Tipton answered I can only speak to what is in the plan that is before you and what's in the plans if a traffic light is required Tilcon will pay for it. If there isn't then they'll make a contribution in cash towards the eventual signalization in that area and the balance of traffic contributions would be left to the Redevelopment Agreement. Certainly, I expect there to be a lot of comment on that and I expect there to be specifics but I can't comment to them yet.

Vice Chairman Graceffo commented down the road there has to be a County approval of whatever configuration of traffic and lights would be on that road. For all we know, there may not be a light on Susquehanna.

Attorney Veltri questioned has the County looked at this and have they commented?

Mr. Benecke answered they have seen parts of it, yes. They haven't commented yet.

Councilman Cortellessa questioned have you talked at all about road maintenance?

Mr. Benecke answered yes we did.

Vice Chairman Graceffo commented it is a possibility that the light may just be moved to Susquehanna.

Mr. Benecke stated no. There is no possibility of that.

Vice Chairman Graceffo stated just concerned about two lights being very close together but maybe they could be synced but at the same you have traffic going left on both 287 and traffic going left also into Susquehanna. It's a short distance.

Mr. Benecke commented what I would like to suggest since Attorney Veltri very articulately listed out everything and we are on a time crunch. Jennifer, I don't know if you have enough time to go back and listen to the tape and transcribe that together with the traffic signal issue so we can get it to the Mayor & Council for the weekend. If that is possible?

Vice Chairman Graceffo commented that is what we are going to ask. If she can do it fine, if she can't.

Mr. Benecke stated if she can't you know what you could is send it to me and I could have my office to do it as well.

Jennifer commented that she is just going to do the summary based on Attorney Veltri's list and e-mail it to everyone tomorrow.

Mr. Benecke is requesting a voice vote just to approve that.

Vice Chairman Graceffo commented we are just sending our recommendations. We don't need to have a vote on it.

Mr. Benecke commented I would prefer it, but if you don't want to that is fine to just on what Attorney Veltri listed.

Vice Chairman Graceffo commented I am going to make the point to the Board Members that have put it out on the floor to say, as a Motion are we in agreement with the statements that have been put forth by our Attorney to be forwarded to the Mayor & Council in reference to this Redevelopment Plan and we can take a vote on that. Not the Redevelopment Plan; just our comments.

MOTION TO FORWARD THE BOARD'S COMMENTS, AS PRESENTED BY THE BOARD'S ATTORNEY, TO THE MAYOR & COUNCIL FOR THEIR REVIEW REGARDING THIS REDEVELOPMENT PLAN: made by Member Strobel, seconded by Member Crilly. Voting yes were Vice Chairman Graceffo, Councilman Cortellessa, Members Strobel, Crilly, Slater and Leonard.

MOTION TO ADJOURN AT 10:22 P.M.: Motion to adjourn meeting made by Member Slater, seconded by Member Strobel. Motion carried by a voice vote.

Jennifer A. Fiorito
Planning Board Secretary