

1 THE BOROUGH OF ALLENHURST
2 BOARD OF COMMISSIONERS MEETING
3 MONMOUTH COUNTY

4 TRANSCRIPT OF
5 PROCEEDING

6
7 April 23, 2019
8 Special Meeting
9 Allenhurst, New Jersey
7:30 p.m.

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11 BOARD OF COMMISSIONERS

12 DAVID McLAUGHLIN, Mayor
13 CHRISTOPHER McLOUGHLIN, Deputy Mayor
14 TERRANCE BOLAN, Commissioner
DONNA M. CAMPAGNA, Clerk

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24 Original Transcript
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A P P E A R A N C E S

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1 (Assembled body recites the Pledge of
2 Allegiance.)

3 MAYOR McLAUGHLIN: Good evening,
4 everybody. Donna, can you take the roll call,
5 please.

6 MS. CAMPAGNA: Sure. Commissioner
7 McLoughlin?

8 COMMISSIONER McLOUGHLIN: I'm here.

9 MS. CAMPAGNA: Commissioner Bolan?

10 COMMISSIONER BOLAN: Present.

11 MS. CAMPAGNA: Mayor McLaughlin?

12 MAYOR McLAUGHLIN: I'm here. Notice
13 requirements of State Statute have been satisfied
14 by delivering our notice to The Coaster and The
15 Asbury Park Press, posting of the notice on the
16 board in Borough Hall and filing said notice with
17 the Borough Clerk.

18 Donna, do we have any communications?

19 MS. CAMPAGNA: No communications. No
20 announcements, except for the Easter Egg Hunt and
21 the breakfast were a huge success. As usual the
22 Fire Company and the EMS Company did a great job.
23 So we just want to thank everybody for that. And
24 I think all the kids enjoyed it.

25 MAYOR McLAUGHLIN: It really was. I

1 don't know if people realize this but folks are
2 donating their personal time to come in and do
3 this. You know, the office staff, all the girls
4 from the office came in and worked it. And again
5 the Fire Department, First Aid, they were all
6 there. So again we thank you all very much
7 because it really was a very nice event. We had
8 Loch Arbour and Interlaken there. It wind up
9 being a very nice afternoon.

10 I again we can move on. Commissioner?

11 COMMISSIONER McLOUGHLIN: I would
12 like to offer Consent Agenda Resolutions 2019-112
13 through 119, I'll offer it.

14 COMMISSIONER BOLAN: Second.

15 MAYOR McLAUGHLIN: All those in
16 favor?

17 COMMISSIONERS: Aye.

18 COMMISSIONER McLOUGHLIN: Resolution
19 2019-120, approving bills and payroll totally
20 \$257,491.34. I'll offer it.

21 COMMISSIONER BOLAN: Second.

22 MAYOR McLAUGHLIN: All those in
23 favor?

24 COMMISSIONERS: Aye.

25 MAYOR McLAUGHLIN: I do just want to

1 mention some gratitude, I have some people that
2 joined the Allenhurst First Aid Department. I
3 would like to thank those three individuals for
4 joining. We really do appreciate your service in
5 joining the department.

6 COMMISSIONER BOLAN: It's a Squad.

7 MAYOR McLAUGHLIN: The Squad. Before
8 we begin with the traffic study, which Peter
9 Avakian is going to review that was prepared by
10 Dynamic Traffic and John McCormick, we have Alex
11 Arnold in the audience. He's a District
12 Representative from Congressman Pallone's office.
13 He would like to read a statement regarding the
14 Allen Avenue railroad crossing. So with that I
15 will invite Alex to come on up and he can read the
16 statement. We thank you for coming, Alex.

17 MR. ARNOLD: How's it going? My name
18 is Alex Arnold. I'm a district representative
19 from Congressman Frank Pallone's office. The New
20 Jersey Department of Transportation in 2017
21 upgraded two railroad crossings. A third railroad
22 crossing on Allen Avenue was set to close
23 permanently, if the Borough did not find funding
24 to pay for the initial cost of upgrading the
25 crossing and the cost of yearly maintenance.

1 In addition to the traffic problems this
2 closing would present, the Congressman has serious
3 concerns for pedestrian safety especially during
4 the busy summer months. The Congressman and his
5 staff along with Senator Vin Gopal have been
6 working with Mayor McLaughlin, Commissioner Diane
7 Gutierrez-Scaccetti with the NJ DOT and Governor
8 Phil Murphy's office over the last year to resolve
9 this issue.

10 We have asked the NJ DOT for two specific
11 action items. First we have asked that NJ DOT
12 allow for more time on a final decision so the
13 Borough can settle the JCP&L Redevelopment Zone
14 proposal, and a proper assessment of increased
15 traffic in the summer can be completed. Second,
16 we have asked the NJ DOT to reconsider funding all
17 or part of the necessary upgrades and yearly
18 maintenance as they have with the other two
19 crossings already completed.

20 Congressman Pallone will continue to work
21 closely with Mayor McLoughlin and the Board of
22 Commissioners on this important issue.

23 MAYOR McLAUGHLIN: Thank you, Alex.

24 COMMISSIONERS: Thank you, Alex.

25 MAYOR McLAUGHLIN: I just want to

1 take this time to mention Congressman Pallone and
2 Senator Vin Gopal have been just wonderful
3 helping the Town with this issue. Just a quick
4 recap on the Allen Avenue, back in 2017 the Town
5 was alerted that they were closing Allen Avenue.
6 They upgraded Corlies Avenue and Spier Avenue. At
7 the time when they did the upgrade we were told
8 those upgrades cost roughly about \$650,000. We
9 had two traffic studies done just to justify
10 keeping open the Allen Avenue. They still had
11 come back in September of 2017 and said, hey,
12 we're still going to close it.

13 So we have gone down to Trenton a couple
14 of times. Congressman Pallone has gone down with
15 us to try and urge them to reconsider. Where it
16 stands now is they have come back, they had asked
17 us, you know, basically they want us to pay for
18 the upgrade on the railroad crossing, which is
19 almost \$900,000. And with our soft cost it comes
20 up to a million dollars.

21 The other thing they were asking was for
22 us to pay an ongoing maintenance fee for that
23 crossing. So that's too burdensome. But the
24 Congressman has been wonderful trying to work
25 through a possible solution on this issue. So

1 we'll keep you posted as to what's happening.

2 So with that before I open it to the
3 public for any questions, we're going to introduce
4 Peter Avakian. He's the Town Engineer. Peter is
5 going to run through the traffic study that was
6 prepared for the Borough by Dynamic Traffic. John
7 McCormick is the author. And Peter will just run
8 through the traffic study as it pertains to the
9 redevelopment area, okay, and parking. All right,
10 Peter.

11 MR. AVAKIAN: Thank you, Mayor,
12 Commissioners and our friends here. I'm doing
13 this tonight for timing purposes. Mayor asked for
14 traffic information to be prepared as it relates
15 to the impact of the Redevelopment Zone. And it's
16 very appropriate to ask for that. Normally it's
17 done during the Planning Board review process,
18 which this will have to go through. But as we are
19 discussing the Redevelopment Plan now and you're
20 having numerous public hearings to review the
21 component parts of the Redevelopment Plan, we
22 thought it was important to not slow the process
23 down but to speed the process up a little bit.

24 So I've worked with John McCormick from
25 Dynamic Traffic for about ten years in a variety

1 of capacities. He's is a traffic consultant on a
2 number of planning boards that I work with. And
3 when the Mayor said we needed something done, I
4 asked if John was available, which he was. He's
5 familiar with the area. He lives in the area.
6 And he works in Lake Como. So he immediately
7 undertook this. So I did not author the plan. He
8 did. But I'm here to present it to you because
9 he's on vacation now, which is where a number of
10 us would probably rather be. But we're here. And
11 I'm going to --

12 COMMISSIONER BOLAN: So he's not
13 caught in traffic, is what you're saying?

14 MR. AVAKIAN: Yeah, I'm going to
15 present to you his findings but it's not a traffic
16 study per se. And I talked to him about this as
17 he was preparing it. It's a trip generation
18 study. It evaluates what used to be there. The
19 structures still are but the JCP&L use and how
20 JCP&L utilized the building and the number of
21 trips generated by that use, which we all
22 remember, and compare that to the Redevelopment
23 Plan, the residential, the retail, the commercial
24 components of the Redevelopment Plan and how those
25 traffic related impacts compare to one another.

1 I found the findings very interesting but I'll
2 provide that to you.

3 His overview is that the product that he
4 prepared is an assessment of the traffic
5 generation potential of the Redevelopment Plan, an
6 assessment of the parking requirements generated
7 by the Plan, and then he also provides some
8 general comments regarding the traffic and parking
9 design that we get into in his findings.

10 I don't have to say this to anyone in this
11 room but traffic congestion is a seasonal issue
12 here obviously. He evaluated it in a seasonal
13 manner. What John did was not having enough time
14 to actually go out and do traffic counts, he
15 utilized existing information. DOT has
16 information. Various other sources have
17 information. So he utilized those traffic counts
18 to create a table of a volume comparison between
19 the JCP&L site and the proposed redevelopment
20 site.

21 JCP&L was here for many decades with
22 buildings dating back a hundred years. The
23 buildings on Main Street within the Redevelopment
24 Plan used to house what we call the Central
25 Regional Headquarters.

1 The activities there were office space and
2 we used to come -- I know Joe is here, we used to
3 come and meet with JCP&L in this building. It
4 included material storage. It included vehicle
5 storage.

6 And probably one of the more visual
7 aspects of it was the maintenance operations.
8 The trucks used to come in and out of this
9 facility on a daily basis. We knew any number of
10 employees that worked there. Some worked for the
11 County. Some were local politicians and they
12 worked at JCP&L. We knew them and they were kind
13 of part of the community as well. A tremendous
14 amount of traffic generated from that facility on
15 a daily basis.

16 So what John did was he reviewed the
17 previous uses and calculated peak hour traffic for
18 a week days and peak hour traffic for weekends and
19 compared to the proposed uses of the Redevelopment
20 Zone. And the Redevelopment Zone he used the
21 townhouse residential district, which has been
22 reduced to 28 townhouse units on the east side of
23 Main Street.

24 And the parking requirements developed
25 for the townhouse use are from what we call the

1 Residential Site Improvement Standards. If you
2 have been to any planning board meeting and heard
3 a residential development application you know
4 what they are.

5 But just to summarize the Department of
6 Community Affairs in New Jersey created these
7 probably almost 20 years ago now, and they are
8 residential standards for site improvements. And
9 they were created in collaboration between the
10 builders lobby, the municipal engineers and
11 associated people from the League of
12 Municipalities in order to provide a more uniform
13 standard of review within municipalities with the
14 state of New Jersey.

15 Developers were frustrated because they go
16 town to town and the development standards were so
17 different that they had projects that, you know,
18 spanned over municipal boundaries and they had to
19 have something more uniform. So we use these now.

20 And what they is they generate specific
21 numbers in this particular case for parking
22 depending on the type of use that you're
23 providing. It also includes in the residential
24 standards your guest parking. So they have
25 already done the work for you and for any number

1 of residential types of development townhouses in
2 this case for three bedrooms they require almost
3 two and a half spaces per a three-bedroom
4 townhouse. So that's how the parking standards
5 have been developed.

6 The Adaptive Reuse District, which is the
7 west side of Main Street has 80 apartment units
8 planned and that relates to 155 parking
9 anticipated parking spaces.

10 And then there are commercial and
11 residential components of the Redevelopment Plan
12 that also provide for parking in accordance with
13 our ordinance or the Redevelopment Plan.

14 I think it might be appropriate to give a
15 couple of comments on this plan and then go right
16 to his findings since they're the most important
17 part of this plan.

18 One of the comments that John makes in the
19 study is really from the Redevelopment Plan
20 itself. And it says that it is envisioned that
21 this development will be self-sufficient with
22 regard to parking.

23 Meaning the parking supply will satisfy
24 the RSIS standards and be adequate to accommodate
25 the parking demand anticipated. And that's very

1 important because we need to know that as a Town.
2 We need to know that the development occurring on
3 the east side of Main Street, the development
4 proposed on the west side of Main Street, the
5 residential components, the retail components and
6 the commercial components all have adequate
7 parking spaces provided so it does not have an
8 adverse impact on the municipality.

9 The commercial space contemplated a
10 restaurant in the Redevelopment Plan approximately
11 8,000 square feet of area, as well as a
12 3,000-square-foot retail space. There are no
13 provisions for parking in the Redevelopment Plan,
14 but there are requirements in our ordinance
15 regarding those components. The retail space
16 requires four parking spaces per every 1,000
17 square feet of gross floor area.

18 So if there was 3,000 square feet of
19 retail space that the Redevelopment Plan
20 contemplates there would be 12 spaces for that
21 use. Likewise the restaurant would require one
22 space per every ten seats. And again -- I don't
23 know that it's appropriate to interject this here
24 now, but we're a little ahead of ourselves in
25 terms of presenting this to the public because

1 this type of plan is usually presented when you
2 have a site development plan prepared by the
3 redeveloper. The redeveloper is going to be
4 required to come to the Planning Board and present
5 a plan for a public hearing, and review, and
6 discussion, and a vote by the Planning Board. And
7 at that time you hear very specific details on the
8 site grading and drainage, the site development,
9 the compliance with the Redevelopment standards.
10 And at that time you also hear parking, traffic,
11 stormwater management and other typical
12 engineering standard testimony.

13 That's really not happening yet but this
14 is superseding that by a bit of time, so that we
15 have a level of comfort with the type of traffic
16 generated by this use.

17 Another statement made by John in this
18 report is that it is envisioned that the parking
19 for the Adaptive Reuse District, which is the west
20 side, will be accommodated within a parking
21 structure at the north end of the property. The
22 structure was evaluated, I believe John and --
23 both Johns, planner and traffic engineer evaluated
24 the structure based on its area and determined
25 that it would accommodate approximately 60 parking

1 spaces per floor. So it will be easy to calculate
2 the number of spaces the structure would provide,
3 if we determine how many floors would be in the
4 garage structure. Likewise there are some design
5 considerations that John considered or recommended
6 including on the concept plan an illustration of
7 angled parking along the east side of Main Street
8 adjacent to the townhouse use, which he thought
9 would allow for additional on-street parking on
10 the Main Street corridor.

11 So with that, and I hope you understand, I
12 mean I haven't been present at all the public
13 hearings but I did read the Plan, I know what's
14 contemplated by the Plan and these are his traffic
15 findings that he determined based on his review of
16 the Plan and his review of the traffic generated
17 by that Plan.

18 There will be an increase in traffic
19 volume and traffic congestion which will be
20 primarily a seasonal condition in the Borough and
21 obviously will be during the summer months
22 particularly on the summer weekends. The JCP&L
23 property, which was previously the Central
24 Regional Headquarters included more than 100,000
25 square feet of space, which as I said was office

1 space, material storage, vehicle storage and
2 maintenance operations, and the facility generated
3 a fairly significant traffic and parking impact on
4 the Borough. The week day traffic associated with
5 the proposed Redevelopment Plan is anticipated to
6 be less than what JCP&L generated. JCP&L's use
7 was primarily during the week days.

8 It's interesting to realize that based on
9 John's calculations the proposed residential
10 component of the Redevelopment Plan along with the
11 minor retail and commercial space will generate
12 less traffic during the week than JCP&L generated.
13 However the weekend traffic associated with the
14 proposed Redevelopment Plan is anticipated to be
15 somewhat similar in the morning and afternoon
16 hours, but over the course of the entire weekend
17 the commercial and residential activity will be
18 higher than what was there previously. And we can
19 really, if you think about what was there
20 previously you would understand that.

21 Traffic associate with the proposed
22 Redevelopment Plan is much more compatible and
23 similar to the type of traffic that is generated
24 by today's land uses along Main Street in
25 particular and within the Borough as a whole then

1 was generated by JCP&L. You won't have that
2 constant activity of trucks flowing in and out but
3 you will have a constant activity of residential
4 users going in and out. And that's why he finds
5 this to be much more compatible with our land uses
6 in the Borough.

7 The provision of mixed use development and
8 residences along Main Street will fill a gap in
9 the streetscape and improvements will contribute
10 to the downtown vibrancy that's exists to the
11 north and the south through the Borough. The
12 concept plans anticipate accommodating the parking
13 demand for each redevelopment parcel on their
14 respective site.

15 The parking requirements again for the
16 townhouse residential district are governed by
17 RSIS. Additional common space parking should be
18 considered to accommodate seasonal demand
19 anticipated. The parking requirements of the
20 Adaptive Reuse District are governed by a
21 combination of Residential Site Improvement
22 Standards and a shared parking requirement. This
23 is generated by the Urban Land Institute. John
24 utilized some I guess technical data at his
25 disposal for traffic analysis, and when he did

1 that he really made a recommendation that a
2 consideration be given to a shared parking, maybe
3 an off-site parking, maybe utilizing the train
4 station at later in the day where there's no
5 parking demand at the train station after a
6 certain time of night, when the restaurant use
7 would be more active. Something like that is a
8 very viable component part of our Redevelopment
9 Plan.

10 The Adaptive Reuse District should
11 accommodate the required parking in the parking
12 structure. And he gave some recommendations on
13 access to the parking structure, through an access
14 drive shared by the utility district. And again
15 we thought that the number of parking spaces would
16 be 60 per floor.

17 There's a plaza in the Adaptive Reuse
18 District and he thought that that
19 pedestrian-focused plaza would be very appropriate
20 to be utilized for a traffic drop-off and pickup
21 zone. And in this plan I didn't really focus on
22 it but he did talk about the advent of Lift and
23 Uber really gives another component to his traffic
24 analysis. We've talked about it in other
25 locations. Having that, is great. Having

1 accessibility to that service, is great. It
2 greatly reduces the demand for parking spaces.
3 But it creates another component part of any
4 traffic study, and that is you have to have some
5 type of zone to allow those vehicles to easily
6 access, and pick up, and distribute the users, or
7 you will have some kind of negative impact on the
8 surrounding area.

9 Typically we see it in residential zones,
10 where there's a pre-existing use of a bar or a
11 restaurant and it's utilized heavily in the
12 seasonal activity, maybe in the summertime you
13 get a tremendous inflow of patrons and this type
14 of pick up and drop off has a negative impact on
15 the surrounding residential property owners. So
16 John thought it was very appropriate for us to
17 have some sort of drop-off area dedicated so that
18 you would not have that kind of impact off site.

19 He made some design considerations and
20 recommendations can or cannot utilized them but
21 talked about on-street parking along Main Street
22 via angled parking on one side of the road, which
23 could be considered. Considered intersection
24 bumpouts for traffic calming. We use that as a
25 method to slow car down. Sometimes it works. I've

1 seen it not work. You put an impediment in front
2 of a driver and a driver tends to hit it. The
3 purpose of curb bumpouts is to push the travelled
4 way lane a little narrower, so that the vehicles
5 use the travelled way lane rather than drive to
6 the right of the lane, and it causes a little
7 smoother transition of the vehicles through the
8 zone.

9 And finally there are two other districts
10 in the -- actually three but there are two other
11 component districts in the Redevelopment Plan, the
12 South Gateway District, the southern side of town
13 that not in the Adaptive Reuse or the townhouse
14 zone and the Public Works District or Public Park
15 District, which is what I call Benson Park on the
16 westside of the railroad tracks, they have
17 specifically not been reviewed as a part of this
18 traffic evaluation. He was simply reviewing the
19 residential, the retail and the commercial
20 component parts of it.

21 That's really the extent of his report.
22 There are tables. There are by trip generation
23 calculations. There are vehicle counts that were
24 calculated. I specifically didn't go into them
25 because that's more in John purview specific to a

1 traffic engineer's study, but certainly if anyone
2 has any questions or comments on them, I can
3 address those as well. But, Mayor, that's really
4 the extent of his report. And I'm sure John will
5 be available in the future, if we need him to
6 come and report further.

7 MAYOR McLAUGHLIN: Thank you, Peter.

8 One thing I just want to point out to the
9 audience that Peter touched on, some of you might
10 have come before the Planning Board already and
11 maybe did an addition to your house, or done some
12 work. One of the questions that is always asked
13 is this parking standard, which there's a set
14 standard for the number of bedrooms, you have on
15 site, number of parking spaces on your property.
16 And it's basically known that during the summer
17 nobody uses their driveway. We all know that.
18 The Board has been looking at this. You know,
19 two years ago we were considering no parking on
20 the street at night, because I think it's a
21 safety issue. There's just so many cars on the
22 street.

23 We are considering doing that.
24 Interlaken does it right now. It's been very
25 successful. They haven't had any problems with

1 it. There are certain mechanisms that they have,
2 if you have a guest you have to call and get
3 permission, give the license plate number. And
4 then there's some homes in town that don't have
5 driveways. There's a way around that. We can
6 give parking stickers for those individuals. But
7 these are some of the things that we've been
8 looking at just in connection with this.

9 And the other thing I just want to point
10 out, this is on the developer. In other words
11 they have to figure out the parking on site for
12 these units. This isn't the Town's obligation.
13 They have to sit there and figure out where
14 they're going to put all the cars. There's a
15 standard, a formula that they go by. And they
16 have to figure out the parking there.

17 So with that I'll open it to Chris or
18 Terry, do you guys have any questions.

19 COMMISSIONER McLOUGHLIN: No, I just
20 want to remind everyone of just a little history
21 of the Redevelopment Zone as it happened. In 2007
22 when JCP&L announced they were leaving, the Board
23 of Commissioners at the time decided to create a
24 Redevelopment Zone to protect the tax base of the
25 2.2 acres. So that heaven forbid someone walked

1 in, who's not a taxpayer, which was the sole goal
2 of creating the Redevelopment Zone in the first
3 place. We sat there and in the final
4 Redevelopment Plan, and some people have been
5 calling on this number, they have been saying, you
6 know, the original Redevelopment Plan had 55
7 units. And that's true. What people don't
8 remember though is that 55 unit was based on
9 nothing more than trying to get consensus, because
10 without consensus of the subcommittee that was
11 formed, we could never have proposed it to the
12 Planning Board in order for them to pass to
13 protect the Redevelopment Zone.

14 It wasn't based on an engineer's studies.
15 Wasn't based on any architectural studies. It was
16 based on consensus of 12 residents of Allenhurst,
17 who were saying we want low density.

18 Having said that Gordon Gemma, who was the
19 consultant we hired to walk us through this whole
20 process, who was an urban planner and an attorney,
21 after we passed it and put it forward to the
22 planning board, turned to me and congratulated me,
23 said, great you've protected your tax base. And
24 you don't have a single person, who is ever going
25 to bid on this at 55 units. Just so you know.

1 It's not worth it. The density is too low. No
2 developer is going to do that.

3 That is where we are here. This is why
4 the Redevelopment Zone, which is open to anybody
5 who has a project in town, you have a problem, you
6 don't have a variance, you want relief, this is
7 the mechanism by which you do it.

8 So that's why we're all here discussing
9 it. But I just wanted everyone to just have the
10 historical context of how we got here, and to
11 keep that in mind as we're discussing moving
12 forward.

13 MAYOR McLAUGHLIN: Terry, do you have
14 anything?

15 COMMISSIONER BOLAN: No, I'm just
16 waiting for the audience's participation.

17 MAYOR McLAUGHLIN: With that, I'll
18 open it up for the audience. Raise your hand,
19 we'll call on you. If you could just give us your
20 name and your address. I just want to point out
21 as a reminder from the Town Attorney, anybody
22 that is on the Planning Board can't participate in
23 the meeting because you are ultimately hearing the
24 application. Okay, so I'm going to ask you to
25 refrain.

1 MALE VOICE: Are there questions just
2 about the traffic study?

3 MAYOR McLAUGHLIN: You can ask about
4 anything. Okay. With that, I'll up it up to the
5 public.

6 MR. RARUS: I'm Victor Rarus, 238
7 Elberon Avenue. Are the figures set for the
8 number of condos and apartments?

9 COMMISSIONER McLOUGHLIN: As the plan
10 stands right now and what the developer has
11 proposed yes. When they first came to the Town,
12 they had about 140 is where they were at. The
13 number where it sits now is 28 townhomes on the
14 east side, and 80 apartments. So we're at 108
15 units total.

16 MAYOR McLAUGHLIN: Are you asking if
17 a plan has been approved yet? No.

18 MR. RARUS: And then the number of
19 bedrooms, because in this it says that there will
20 be a minimum of three bedrooms in the townhomes or
21 condos.

22 COMMISSIONER McLOUGHLIN: Not in all.
23 I don't think they have come -- and this is Jen
24 Credidio, our Redevelopment Attorney, who is
25 sitting in the front row there. I do not believe

1 they have come to the exact number of one, two and
2 three bedrooms.

3 MR. RARUS: Yeah, but it says a
4 minimum of three in this --

5 MAYOR McLAUGHLIN: That's fine.

6 MR. RARUS: -- I mean it says, right,
7 you know that.

8 MS. CREDIDIO: For the stenographer,
9 Jennifer Credidio, C-r-e-d-i-d-i-o, from the law
10 firm of McManiman, Scotland & Bowman located in
11 Roseland, New Jersey. This is the start of the
12 Redevelopment Plan and what the Borough in
13 consultation with the public and the Planning
14 Board feels like is appropriate law uses for the
15 area. At that point we entered into an agreement,
16 which has yet to be negotiated with the developer,
17 which will include specifics as to their project
18 in the envelope that is set forward in the plan.
19 So no, we do not have the specific approved unit
20 mixes, et cetera. This is sort of the outside
21 perimeters that are being established during the
22 planning process right now.

23 MR. RARUS: Sure. What it says right
24 here, if I may -- inaudible -- the number of units
25 has not been identified, however, it is

1 anticipated that the units will provide a minimum
2 of three bedrooms. So you know what the problem
3 is, is the town is caught in a tough situation.
4 Everybody wants it developed. But not over
5 developed. You know what I'm saying. And they're
6 profit driven. You can't blame them. But they
7 also owned the property already today; correct?

8 MAYOR McLAUGHLIN: Yes.

9 MR. RARUS: Yeah, so they own the
10 property isn't it on them if we just tell them --
11 and I'm playing devil's advocate here, I'm sorry,
12 guys, originally 55. You knew that going in.
13 It's 55. And we don't want townhouses. I want
14 you to stay. Because townhouses are not part of
15 this town. It's not why I moved here because you
16 have a lot of nice townhouses. It had a lot of
17 nice old houses. So you follow what I'm saying.
18 I'm just playing hard, you know, total devil's
19 advocate. They own it. It's on them. Tell them
20 to build houses and --

21 MR. AVAKIAN: I think I can answer
22 the question regarding your bedroom number.
23 Simply because I know how John developed this
24 report. So I'm going to do something I said I
25 wasn't going to do tonight. I will not

1 editorialize on John's report. But I will tell
2 you that he used three bedrooms because he had to
3 use a number to calculate the number of parking
4 spaces for the townhouses. So he used a minimum
5 of three bedrooms. That's not to say that's
6 what's going to be the plan.

7 MS. CREDIDIO: But the footprint that
8 is --

9 MR. AVAKIAN: Supports that.

10 MS. CREDIDIO: -- that's set forth
11 right now in the document that we're considering
12 and I mean it supports a three bedroom -- at least
13 a three bedroom. Because they are what? 2,500
14 square foot units.

15 MALE VOICE: Estimated.

16 MS. CREDIDIO: Estimated.

17 MR. RARUS: See that's the thing.
18 It's we're supposed to make all our plans and
19 they're all estimated. And you know they're never
20 going to go down. They're only going to go up.

21 COMMISSIONER BOLAN: They have
22 already gone down.

23 MS. CREDIDIO: They can't go up.

24 COMMISSIONER BOLAN: They have
25 already gone down. They can't go up once we

1 approve x-number of townhomes. If that's the
2 outside that we allow, they can't go beyond that.

3 MR. RARUS: No, I understand that. We
4 were talking actually the number of bedrooms.

5 COMMISSIONER McLOUGHLIN: They are
6 limited there too because there's a certain amount
7 of square footage that they have to fit into.

8 MAYOR McLAUGHLIN: So in other words,
9 for argument sake --

10 MR. RARUS: You know what I'm saying.

11 MAYOR McLAUGHLIN: I do get your
12 point.

13 MR. RARUS: I'm talking long term
14 where all of a sudden, you know, I mean it all
15 sounds good until it isn't. You know, and so they
16 build these things and, you know, they're
17 beautiful, whatever, and then they have a lot of
18 bedrooms and they're not selling. And so then
19 they start dropping the price, you know what I'm
20 saying? Because now you have 31 -- you know, it's
21 supply and demand. Like, the town has to just be
22 careful. And I know you guys all know this, you
23 know, you what I'm saying. It's just like
24 everybody wants -- well I want it developed of
25 course.

1 MAYOR McLAUGHLIN: Right.

2 MR. RARUS: We live right down the
3 block. We would love to see -- but it's just --
4 you know, I think you get where I'm coming from.

5 MAYOR McLAUGHLIN: No, we do. We do.

6 MR. RARUS: And I'm sure the traffic
7 will work out, the parking and all that stuff.
8 It's just really about home values and the what
9 the town is all about itself. You know, why I
10 moved here and -- inaudible --

11 MAYOR McLAUGHLIN: Anybody else?

12 Yes, Pam.

13 COMMISSIONER McLOUGHLIN: Take your
14 time.

15 MAYOR McLAUGHLIN: I'm sorry we're
16 making you walk all the way up here.

17 COMMISSIONER BOLAN: Let's go.
18 March.

19 MAYOR McLAUGHLIN: Take your time.

20 COMMISSIONER BOLAN: No, you have to
21 come up here so we can hear you.

22 MAYOR McLAUGHLIN: Please sit right
23 here. We're going to put you in the front row.

24 PAM: When I came to the Planning
25 Board they were talking about 69 apartments and

1 two bedrooms. Now I see we have 80 apartments and
2 some three bedrooms. And I think the comment in
3 the letter a large part of the apartments would be
4 vacation, weekend homes. Inaudible -- Now that
5 Allenhurst has a decent school system, I can see
6 people with kids moving here in those apartments.
7 I mean, if I lived in a town that was so
8 borderline and it's a lot cheaper here right now
9 then some of the other towns, I think -- inaudible
10 -- so I think that's something that should be
11 considered.

12 MAYOR McLAUGHLIN: Okay. Thank you.
13 Anybody else? Wow, it's quiet tonight. Anybody
14 else?

15 COMMISSIONER BOLAN: Peter did a
16 "fantabulous" job. Thank you, Peter.

17 MAYOR McLAUGHLIN: Really, you
18 knocked it out of the park.

19 COMMISSIONER BOLAN: Either that or
20 everybody is asleep.

21 MALE VOICE: So is this "the" study
22 --

23 MAYOR McLAUGHLIN: It's the study for
24 the traffic so far.

25 MR. AVAKIAN: I would say that maybe

1 when a more formal plan is submitted that would go
2 before the Planning Board, we would have the
3 opportunity -- I would review the plans on behalf
4 of the Planning Board and there will certainly be
5 at least one if not more than one public hearing,
6 and at that time you will review all the
7 component parts of a site development plan. You
8 will review the impact on the roadway system. The
9 number of vehicles generated during construction.
10 The number of units will be finalized at that
11 time. If the developer asks for something in
12 greater number than is in the Redevelopment Plan
13 that does require a variance. The planning board
14 has to listen to the testimony and make a
15 decision. I'm sorry that I keep looking at Joe
16 when I talk about the Planning Board because he's
17 the chairman.

18 MALE VOICE: The one thing in the
19 study that I didn't see is how many employees
20 worked there on a daily basis at JCP&L.

21 MR. AVAKIAN: I don't know if he knew
22 that but that's something we can certainly look
23 into.

24 MALE VOICE: It's how many people are
25 going to live. You know it's very, like -- it's

1 very similar and anybody that didn't work there
2 but visited, it's just like a regular business --
3 inaudible.

4 MR. AVAKIAN: It was such a mixed use
5 there for their -- I mean it wasn't a typical
6 business. It was a public utility.

7 Inaudible.

8 MR. AVAKIAN: One building was
9 offices or two of the buildings were offices. But
10 they had their vehicle maintenance there and they
11 had areas for that type of work too.

12 MALE VOICE: You know at one time
13 every building -- inaudible -- you could have 225
14 employees working there.

15 MR. AVAKIAN: Downstairs yeah.

16 MALE VOICE: Inaudible -- could have
17 a truck come up everyday.

18 MALE VOICE: So you're saying 225
19 people worked in that building.

20 MALE VOICE: Yes.

21 MALE VOICE: And so how was traffic?

22 FEMALE VOICE: It was a circus. I
23 would sit on my porch and just watch it. But
24 there was two parking lots. They had this lot
25 here, and the one on the other side. I mean there

1 was --

2 Inaudible.

3 COMMISSIONER BOLAN: And then there's
4 people like Dave screeching through town 'cause
5 his bill was late. Didn't want to get his lights
6 turned off.

7 COMMISSIONER McLOUGHLIN: But also
8 conversely, just to keep in mind, ten years ago --
9 I mean the last census we had 496 year-round
10 residents. Ten years ago we had almost twice that
11 many. I mean the number in the town, we have a
12 higher seasonal population, but the population of
13 the town is actually decreasing.

14 MAYOR McLAUGHLIN: You make a good
15 point but you know what it is too, there were a
16 lot of the service trucks and stuff were parked at
17 the end of Elberon Avenue. So you had guys who
18 would come and park and take the trucks out, and
19 go and do work and then you had them also doing
20 repairs in one of the buildings. But I think it's
21 a good question. We will find out how many people
22 were there. We'll get an approximate number.

23 Inaudible.

24 MAYOR McLAUGHLIN: It was very busy.
25 I mean you had enough foot traffic to support

1 Cindy's Cozy Kitchen, which was always busy.

2 There were four or five businesses there that were
3 busy because of the foot traffic. You know, it
4 supported it.

5 MALE VOICE: Well the reality of it
6 is this is coming.

7 MAYOR McLAUGHLIN: Something is
8 coming.

9 COMMISSIONER McLOUGHLIN: Something
10 is coming.

11 MALE VOICE: I just want to get, you
12 know, as close to reality of what it's going to be
13 like and --

14 MAYOR McLAUGHLIN: Something is
15 definitely coming.

16 MALE VOICE: And I think the main
17 concern is property value.

18 MAYOR McLAUGHLIN: I think the
19 reassuring thing for you to remember is, whatever
20 the site plan is going to be, it has to go to the
21 Planning Board. And the Planning Board has to get
22 really down in the dirt and go through the whole
23 thing, and they will sort through every little
24 detail. You know where's your stormwater
25 management? Where's your on-street parking? How

1 is this design meeting with our design code?
2 Historic Preservation. If you have historic
3 elements for the townhomes or homes, all that
4 stuff gets picked up in that -- you know, it's
5 like a second bite at the apple.

6 MALE VOICE: Are you anticipating
7 that they're actually going to look to knock it
8 down?

9 MAYOR McLAUGHLIN: Which? That
10 building?

11 MALE VOICE: Yeah, on the west side.

12 MAYOR McLAUGHLIN: No, they're --

13 COMMISSIONER BOLAN: They're reusing
14 that building.

15 Inaudible.

16 MAYOR McLAUGHLIN: The middle section
17 I think they're going to demolish partially.

18 MS. CREDIDIO: Closest to the liquor
19 store because that's where they're putting the
20 parking.

21 MALE VOICE: Is it going to be a
22 parking garage?

23 COMMISSIONER McLOUGHLIN: Yes.

24 MS. CREDIDIO: Yes.

25 COMMISSIONER McLOUGHLIN: They will

1 have an on-site parking garage, three level.

2 MAYOR McLAUGHLIN: But just to
3 emphasize, they have not shown us any plans or
4 anything. This is just because they know they
5 have a parking obligation, and they said hey,
6 we'll work out parking with a parking garage.

7 MAYOR McLAUGHLIN: Verbally they
8 said, they know that they have RSIS standards they
9 have to meet and they have said verbally that
10 their intention is to build a parking structure of
11 three levels that would accommodate their parking
12 needs.

13 MALE VOICE: And did they get the
14 approval -- remember they talked about going one
15 level higher. I think five stories. Remember
16 they talked at the last meeting -- inaudible.

17 MAYOR McLAUGHLIN: We talked about
18 but again nothing has been finalized yet.

19 COMMISSIONER McLOUGHLIN: What they
20 said in going back and forth and hearing the
21 comments, and as I said when they first came in
22 they were almost at 140 to come down and to get
23 down and knowing -- when they came before the
24 Planning Board and the Planning Board spoke to
25 them and they had, you know, seven units or eight

1 units of five and six town homes, and the Planning
2 Board said that doesn't fit. Most townhouses are
3 like four. So they cut that down to be seven
4 units of four to make 28, and then the 80. And
5 they know that that's the number, and now they're
6 trying to figure out -- because they haven't even
7 drafted the plans yet because until such time as
8 we can approve them doing anything, they are not
9 going to spend any more money drafting anything.

10 MS. CREDIDIO: Just a couple of
11 things, if I might just clarify. The west side
12 building the current draft of the Redevelopment
13 Plan allows five stories. It is anticipated that
14 a portion of the structure may be five stories.

15 Just to clarity sake the maximum density
16 numbers that are in the Redevelopment Plan when
17 it's finally adopted are the maximum density
18 numbers. That's not something that they can come
19 back and say it's not 80, it's 90. It's not 28,
20 it's 40. It's the maximum density numbers that
21 are set in the plan. It's not something that the
22 Planning Board can give relief from. It would
23 require this process that we're going through
24 right now to happen all over again.

25 So I know there was a couple of statements

1 about what if they want to do more. That's not
2 possible.

3 MAYOR McLAUGHLIN: Quick question for
4 you though, when they go and they do their site
5 plan they can't meet the parking standard, the
6 Planning Board can't give them a variance on that,
7 or can they?

8 MS. CREDIDIO: The Planning Board
9 can give them certain deviations. But there are
10 deviations that statutorily are prohibited. So
11 density, increase in the number of units, increase
12 of height or certain percentage are statutorily
13 prohibited.

14 MALE VOICE: Everyone is for lower
15 density and you know, the less the better. But is
16 there an easier way to maybe go about it, if we
17 can determine how much it's going to cost for them
18 to do remediation? If we figure out how much the
19 remediation is, or maybe we determine how much
20 they're allowed to build after we find out what
21 the cost of remediation is, then we can determine
22 the maximum density.

23 COMMISSIONER McLOUGHLIN: I would
24 love that. It's remediation but then it's also
25 they're owners and as much as I would like to say,

1 you know what, x-number of dollars seems like a
2 fair number for you make. No one is going to pull
3 down their pants and show you the financials of
4 what they think they can get. So the best case
5 scenario for us is what do we think can work on
6 the property in conjunction with what they want to
7 do, in some compromised fashion. Or don't and
8 then risk something else coming in. That's the
9 scarier scenario.

10 I'll call out the nightmare scenario.
11 The scary scenario -- no, all right. Go ahead.

12 MAYOR McLAUGHLIN: Is there anybody
13 else? Anybody else have any questions?

14 (No response.)

15 MAYOR McLAUGHLIN: I urge you all as
16 things come up and you think of something, you
17 have a question or a concern, email us. Just
18 email your question or concern and we'll address
19 it. So if you have any questions or comments that
20 come up afterwards, just send them to Borough Hall
21 and we'll take a look at it.

22 All right. Anybody else have anything?

23 (No response.)

24 MAYOR McLAUGHLIN: Okay. That's it.
25 I think we have to go into Executive Session on

1 another matter.

2 Thank you, everybody for coming.

3 (Hearing concluded.)

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CERTIFICATE

I, MICHELE A. MAC PHERSON, Transcriber and
Notary Public of the State of New Jersey, hereby
certify the foregoing to be the truest and most
closely verbatim record able to have been
rendered by me, at a time subsequent to the
original audio taping of same.



MICHELE A. MAC PHERSON,
Transcriber

Dated: June 21, 2019

My Commission expires:

February 7, 2021