

Minutes of the Park Ridge Planning Board
Meeting of November 28, 2012 – 8:00pm

These minutes have not been approved and are subject to change by the public body at its next meeting.

The regular meeting of the Park Ridge Planning Board was called to order by the Chairman, Don Schwamb, on the above date, time and place.

Chairman called for the Pledge of Allegiance to the Flag.

ROLL CALL: Present: Ms. Eisen, Messrs. Metzdorf, O'Donoghue, Mital, Browne,
Von Bradsky, Schwamb. Councilman Misciagna, Mayor Maguire
Absent: Messrs. Ludwig, Mesiano
Also Present: William Rupp, Esq., Board Attorney

COMPLIANCE STATEMENT:

The Notice for this meeting required by Section 3(d) of the Open Public Meetings Act has been provided by the adoption of a resolution by the Park Ridge Planning Board on January 11, 2012, setting forth a schedule of regular meetings, by mailing of said schedule to the Record and The Review on January 12, 2012 and by posting of said schedule on the Municipal Bulletin Board and the continuous maintenance thereof and by filing the said schedule in the office of the Borough Clerk.

ANYONE PRESENT WISHING TO BE HEARD: (non-agenda items)

There was no one.

PUBLIC HEARINGS:

WELLSFORD PARK RIDGE, LTD - (Marriott Hotel) 300 Brae Blvd.
Lot: 1 Block: 301

Aimee Creed, Esq. came forward and advised she was representing the applicant, Wellsford Park Ridge, LTD.

Tom Skrabble, P.E. came forward and was sworn.

BEER: We have not received proof of service.

CREED: I have copies of the letters sent.

RUPP: Do you have a copy of the list as well? The issue here is whether or not the property owners in Montvale, within 200', were served.

MAGUIRE: Did you request a list from the Tax Assessor from Montvale?

SKRABBLE: We needed it for the DEP permit so I think we did.

RUPP: This is a little bit different, it is a unique process because this is not governed by the Municipal Land Use Act, but we do have an ordinance on it.

MAGUIRE: What is not covered?

RUPP: The soil moving is not a Municipal Land Use Act application. Here is the language...*the applicant shall, at least five days prior to the date fixed for the hearing...so right there it is not consistent with the M.L.U.L., which is a ten-day notice...serve written Notice either in person or by registered or certified mail upon search persons as are shown by the assessment roles of the Borough to be the owners of such lots as are within 200' of the property-*

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in-question...

MAGUIRE: I'm curious...if Montvale were doing a project and they were moving soil, would they Notice Park Ridge?

RUPP: Well, they might but it is not because of the M.L.U.L. because soil movement is not a type of application that would require Notice. It is usually in connection with a Site Plan application, in which case it would be Noticed within the Notice of the Site Plan provision.

MAGUIRE: Do you have any certifications that you notified the Montvale property owners?

CREED: Not about this meeting. We notified the Borough of Montvale.

RUPP: Yes, the Borough of Montvale was noted, just not the individual property owners.

SKRABBLE: If we are dealing with a local ordinance, wouldn't the notification only pertain to that jurisdiction?

RUPP: That's the issue. Again, this particular application is not governed by the MLUL per se...the Borough of Park Ridge has established an ordinance requiring Board approval because other matters can be referred to the Planning Board by ordinance.

For example, if you were considering some other item to be referred to the Planning Board for their comments, that would not necessarily require Notice to property owners because it is not covered by the MLUL.

MAGUIRE: So the risk is, if we go ahead this evening and we approve the soil moving permit and then Lifetime Fitness comes in and challenges and says, "hey, we were never noticed that there was a soil moving permit" ... could they challenge it?

RUPP: I don't believe they could challenge it under the MLUL but they could challenge it under the municipal ordinance. Again, the ordinance is a little ambiguous as to the type of notice required. The language in the ordinance is not the same as you will find in the Municipal Land Use Act ...

MAGUIRE: Right, I didn't realize that until tonight.

RUPP: One of the issues here is that the applicant can proceed at their own risk on that issue as well, that's the chance the applicant has to take.

MAGUIRE: So how does the Board feel? Do you want to proceed?
(Board unanimously agreed to go ahead)

RUPP: Just for the record, it appears that proof of notice was not given, with respect to property owners in Montvale. The applicant is electing to proceed at its own risk with this hearing, understanding that to the extent our ordinance is interpreted to require such notice, that any approval given by this Board is subject to collateral attack.

MITAL: There is no in-water work to be done between November 1st and April so what example...

CREED: And they are aware of the project.

RUPP: I guess what the comment was, if you are not doing any work would it be prudent to renote and do a different date? Is that what I understood?

MITAL: Oh, no...

SKRABBLE: Again, we are talking about the Park Ridge Marriott, 300 Brae Blvd. As you look at the drawing, Brae Blvd. is on your left, the main hotel is basically in the center towards the top of the drawing.

What you are looking at is the approved Site Plan from the 1980's for the Park Ridge Marriott and superimposed on that is the work that we are proposing to do now.

It is relatively simple. Relatively straight forward. The reason we used the original Site Plan is because that is what we are obligated by State Permit perspective to maintain as far as elevations within the pond. Really all we are doing is dredging the existing pond. If any of you have been there, you'll notice that it is full above the water level in some areas and basically to the water level in a lot of other areas.

We want to get rid of that material and cart it off site. We established the original contour of the pond, which is going to improve the site from a flood control perspective, aesthetically, which is really the primary reason why Marriott wants to do it.

In order to do this work needed two separate NJDEP permits, one because there is a riparian buffer associated with the stream and I am sure all of you are familiar with those regulations...there is a 350' buffer associated with the stream so any work you do within that you need a Flood Hazard Permit and secondly because part of the sediment in the pond is actually above the pond level and you have wetlands vegetation growing on that soil, we needed a wetlands permit in order to remove that.

So we have both of those permits. We just received the Wetlands Permit earlier this week. As one Board member mentioned, there are restrictions on the timing of the work and I think it is through the end of April that we cannot do the work. So from November 1 to April 30th we are not allowed to be working in the stream. So the work is not going to take place until next spring. In the meantime, I would like to proceed to get everything in order to get our permits, including the Borough's soil moving permit. Once we receive this, we have to go to the Bergen County Soil Conservation District, that's the last permit we need and then the contractor who will come in will have to get a Lake Lowering or Pond Lowering permit from the State. But that is an administrative type permit that there is no lead-time for. You submit your information, you explain how you are going to lower the lake, what your time frames are and use the contractor's insurance information at that point and then you are allowed to proceed.

So starting next spring we will be looking to remove this dirt and get it off the site. Because of our proximity to Spring Valley Road, any material coming out of here will either take Spring Valley Road north to the thruway or Spring Valley Road to Grand Avenue to Route 17. So they are out of the Borough of Park Ridge relatively quickly.

I don't think there will be any issues with trucks on the road or things along those lines. I'm sure the Board will be concerned about trucks in the areas of schools and things like that and we shouldn't have any of those issues.

I should mention that we are talking about 3,000 yds of material and that is the absolute maximum. That is what our permit is based upon and is the most we can take out. It should be somewhat less than that. That is a slightly overestimated number. It will probably be between 2 and 3,000 cu yds of material, so if you have a tandem dump that can take 16 cu yds of material, we are looking at about 200 dump trucks.

So if they can do 10 to 20 loads in a day, you are probably looking at about 15 days of actual moving dirt in and out. So, yes, it is a significant project but it should not last for an extended period of time.

RUPP: Do you have an estimate?

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SKRABBLE: Yes, it's about 10-15 days of actually trucking material. That is really it. There is no vegetation that is going to be removed. No trees will be removed. Where we are showing our temporary construction access, that area is currently cleared, it is a lawn area between the pond and the accessory parking lot. So no trees will be removed and that lawn area will be re-established when the work is done.

MITAL: If you are heading out to Route 17, I know the turning radius might be a little more exciting if you go west Brae Blvd out to Philips Parkway...is that any kind of consideration so you don't have to go down Spring Valley, to the school and then make a left onto Grand Ave.

The might be just a minor detail but you could actually escape out the back way and not really interrupt too much traffic at Spring Valley and that intersection down on Spring Valley and Grand.

SKRABBLE: That's not a problem. The applicant is willing to stipulate to the route and I assume that would be something you guys would be concerned about.

VON BRADSKY: At this point there is not a fill site in mind?

SKRABBLE: No, we don't even have a contractor at this point. The ultimate destination will depend on the contractor we get. They are going to put it out to a control bid with a few people that they want to work with basically. But, again it is going to be wherever they can get rid of it essentially.

VON BRADSKY: What about days of the week? Would there be any time constraints on when the hotel would want this done? During the week maybe?

SKRABBLE: They haven't given me any constraints, yet. At tonight's meeting I was prepared to say that we will meet your ordinance...I'm sure we are not allowed to work on Sundays but if there are any other restrictions in your ordinance, we would certainly meet those but the Marriott has not given me any.

MAGUIRE: When you dredge the material, you are going to have to stockpile it and dewater it to dry it out a little bit. Where is that going to be?

SKRABBLE: Yes, thank you because that's what I wanted to say before and I lost my train of thought. We are actually going to dewater it in the pond. So we are going to get the pond lowering permit, drop the water table, let it sit. It is very silty material, basically finer grains of sand and we are just going to let it sit. We will collect that in a week or two, it will be workable. We will create a channel through the middle, which will be stoned temporarily so the lower water continues to travel through the middle of the pond and the rest of it will drain within the pond itself.

MAGUIRE: Did you have the material tested for contaminants?

SKRABBLE: We have not yet. That's one of the requirements for our contractor. It is on the drawing that we need to do that. The contractor will be responsible for the actual testing so that ultimately the "chain of command" and that is not the right word, goes through them so they are responsible for what's in the material and where they deliver it.

MAGUIRE: I've learned that the finer particles that you mentioned are the ones that will actually hold the contaminants and we're having the same

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discussions now with our pond. I'm curious and may call you to ask some advice on our pond. But we did find that there are hydrocarbons in there, which you would expect from the road runoff. I'm curious if you have identified a location to take the material?

SKRABBLE: Assuming we do have those, I think there is a decent possibility that we do, my understanding is that, unless the situation is much worse than we expect, we would be able to take them to a roasting plant...I think that is the most economical way to do it. I'm not sure of the closest one. I know there are several in eastern Pennsylvania that we have used on other projects but that would be the concept. The contractor would be responsible for taking it away and having it burned.

MAGUIRE: Have you done other dredging projects before?

SKRABBLE: Not this size, smaller and again it was really the contractor who was responsible for that. All we did was confirm that they did what they were supposed to do and that was intentional to stay out of that loop. So I don't have extensive experience in this, if that is what you are asking.

MAGUIRE: And who was the contractor?

SKRABBLE: This was several years ago. I would be happy to get you that information, I don't recall.

MAGUIRE: This is the contractor that did the...I thought you were referring to the contractor who was actually going to do the dredging and remove the material.

SKRABBLE: We don't have a contractor yet. I'm the Borough Engineer in Old Tappan so it was a project with the Borough and I don't recall who did it. I can get that information for you.

MAGUIRE: Thank you. I would appreciate that.

SCHWAMB: What is the procedure for removing it? What is the excavation procedure? How will you do that?

SKRABBLE: Once it is workable, it's dry enough that you can get an excavator in there and it's not going to get stuck, the excavator is going to literally work its way into the pond and you are going to truck material out.

There will be temporary little (?) you are going to have to build over areas that are too soft, that then get removed so it is a lot of picking up machinery and putting it back in a different spot.

SCHWAMB: The depth of the 3,000 cu yds is about what?

SKRABBLE: It's only a few feet deep. Worse case it's 10' deep where that island is but in most cases it is only a couple of feet deep.

MITAL: So where that island is, you're going to dewater this soil, this sediment there...regardless it is probably going to maintain some of this muck and nasty stuff, you're going to put it into a truck and the truck is going to start driving away and that's going to leak all over the roads, pretty much on its way to Spring Valley Road. Do you have any kind of backup, cleanup...

SKRABBLE: Yes, the other permit that we need, that I mentioned before, is Soil Conservation District and that is really all they are concerned with, that we're not tracking dirt onto the roads. We are going to let it dry it.

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MITAL: In phases? 10' deep is pretty deep.

SKRABBLE: The key to it is letting it get dry enough so it is not literally leaking through the gate of the truck. So we are going to take the time to do that. There's no time frame on the dewatering part of it as far as the Marriott is concerned. The way the pond looks now is really not an amenity anymore, it looks pretty horrible so they are willing to have it look even a little worse for a short period of time so they can get it back to the way it was. That's the bottom line to let it get dry enough. The contractor is not going to want to move it wet because they are going to be required, on a daily basis, to sweep all those roads and hire a sweeper and they are not going to want to do that, I don't think.

MITAL: On previous projects Spring Valley was a mess and the locals will make some noise about it.

MAGUIRE: How long is your DEP permit for?

SKRABBLE: Those are for five years.

MAGUIRE: Because this could stay open for some time if the plans are just to let it dry out. The other thing too, is the odor. I know the Bears Nest went through this. There is an odor associated with this sediment. If the Marriott is willing to put up with that...

SCHWAMB: Mr. Mital's comment on the 10' ... it's amazing how sloppy it can get with 10'. With this machine you are putting in, you are going to build ramps down into it?

SKRABBLE: On that little island, for example, if you look a little lower to the right on the drawing, that's a section going through that island...they can stay on the bank and push that material down so that it is not as thick to allow it to dry out. So there can be some preliminary stuff that can be done from the surface that is not within the mud itself.

MITAL: That's why you are building that little rock path...

SKRABBLE: That is going to have to be done right in the beginning unfortunately because once we lower the water table, we need somewhere for that low flow to go so that aspect is going to be messy...it just has to be...there is really no way around it. It is not moving dirt at that point as much as just kind of being in the channel and shaping it behind you so it will dry out quicker.

RUPP: What about the water quality? Is that going to add mud, silt and whatnot to the flow and where does that go?

SKRABBLE: That's all part of the DEP permits and we are obviously not allowed to do that. Once the lower flow channel is established, you're below that outlet structure as it exists now, so the water is going to be temporarily pumped over the dam...so the suction end of the pump is in a stone well that filters the water and then there is a turbidity barrier, which is basically stone on the other side that filters it again before it goes down stream.

Those are all requirements of the DEP that we have to comply with and will comply with.

SCHWAMB: Are there any plans to try to prevent it from happening again, the accumulation of sediment, in the future?

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SKRABBLE: You are not allowed any construction within the borough or upstream of us because that's really what happens. The sedimentation from years and years of construction in the drainage basin, it happens everywhere...there is just not much you can do about it.

SCHWAMB: There are no plans for weirs or cleanout places when the water or silt comes in? There is nothing planned for that?

SKRABBLE: No. There is really not a good way to control it that I know of.

MAGUIRE: As you can see, some of us have been involved in dredging projects before and we certainly appreciate the complexity of them. You mentioned downstream and we are the recipients and our pond is in a similar situation where it is all coming down from the north and the sediment is being deposited...especially when this is going on, the dredging, you'll have control measurements in place to control anything from flowing downstream and that is Bear Brook?

SKRABBLE: Yes.

MAGUIRE: What is going to be flowing down once you lower this? I guess, depending on the rainfall, and we could get a significant rainfall what control mechanisms will be in place to control the flow into Bear Brook?

SKRABBLE: It is two separate items. The pond is going to be lowered so we are at the bottom of the dam not at the spillway of the dam, so now you are dealing with just the low flow that is in the channel, which can be handled with a pump and that will be filtered at both ends. I think that is the easy part.

It is during construction, if you get that big storm, what happens and then your safety net, is the fact that the pond has to fill all the way up before it starts spilling out again. So the turbidity basically settles out. There is no work going on at that point, obviously, and the time that it takes the pond to fill up, even in the worse storm the 100-year storm is going to be several hours...so at that point any sediment drops out before it goes over the spillway, just as it does now. That dirt is loose there now, there is nothing that is holding it in place as far as vegetation or anything like that.

MAGUIRE: So where is the spillway? Is it under the bridge?

SKRABBLE: This is the curve in Brae Blvd and this is a driveway going to another site, I'm not sure which it is...the spillway is right here (pointing to a place on the map)...so just north of that driveway to the other site, it is the large concrete dam...

MAGUIRE: And where does it go? Point to it on the map...

SKRABBLE: Right here. It flows under Brae Blvd. It spills on the east side of Brae Blvd, that is where the spillway is and then it goes through a regular pipe culvert under the roadway...

MAGUIRE: And goes toward Sony and Hertz.

SKRABBLE: So the spillway is just a concrete weir.

MITAL: You mentioned a turbidity barrier...will you have a turbidity barrier and where would that be? On the other side?

SKRABBLE: That would be just between the spillway and the roadway.

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MITAL: That should help some with any kind of...

SKRABBLE: Absolutely.

MITAL: That's typically what you would do with any body of water if you didn't want any to escape.

SKRABBLE: Yes, that worse case scenario is if we get that huge storm while it is under construction and really the only thing you can rely on at that point is the time it will take for the pond to fill up and at that point, it will act as it does today.

MAGUIRE: What is a turbidity barrier?

SKRABBLE: It is basically a stone-check dam...any kind of filter mechanism you can call a turbidity barrier

MITAL: Inflatable?

SKRABBLE: We were intending to use stone just as a natural filter mechanism so the water actually runs through it and it is clear on the other side.

MITAL: How many truckloads did you say would be carried out of here?

SKRABBLE: A tandem is about 16 yds...so 200 trucks for 3,000 yds.

MITAL: There is no plan to use those parking lots in the back to dry this stuff out?

SKRABBLE: No. My office and home are both in Mahwah and we just did Winters Pond in Mahwah and they did that...they staged it outside the pond and I thought it made more of a mess, honestly...I drove by every day as I was curious as how it was going to work for them...it took longer because you only have so much staging area that you can use and control. It was soaking wet and just spread out all over the place and made a mess.

MITAL: It's a huge parking lot back there...the last time I was back there there were a lot of Mercedes being stored back there...the motors are all rusted so they are just sitting there forever.

SKRABBLE: Because of the storm?

MITAL: No, that is just where they store the vehicles.

VON BRADSKY: From the neighboring buildings..

METZDORF: You're anticipating 10 to 15 days of moving the soil?

SKRABBLE: Yes, I think they should be able to do, if it is 20 trucks a day, it is only 10 days.

METZDORF: What do you anticipate for the whole project? Soil moving, getting it back...

SKRABBLE: The time to dewater it, that could take a few weeks, so let's say to dewater it and get the dirt out of there, you're talking about at least a month, if you want to give yourself some play to then do a little grading within the pond to reestablish the contours you want...if you say two months, I think that is very fair, hopefully we are going to do better than that.

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VON BRADSKY: It is probably going to have to be staged...you are not going to be able to dewater all of it at one time because you only have so much space.

SKRABBLE: Yes, it is all going to depend on the soil...I would love to do it all at once, I don't know if it is going to be possible.

VON BRADSKY: I'm just a little curious why you wouldn't want to do some testing of the soil that you have now instead of waiting for the contractor to do it.

SKRABBLE: We'll do it before the contractor is hired; we just have not done it yet. We have only dealt with it by note on the drawing but we realize we have to do it. But it will be done before we choose a contractor, absolutely.

RUPP: You wouldn't have any objection to notifying us as to the test results and on the wet soil, if there is some dripping, how about putting a liner in the truck? Is that doable?

SKRABBLE: I would rather not start it that way because it will increase our costs but if the borough finds it is necessary because we are leaving dirt on the road, I think that is a reasonable condition, absolutely. But we are going to try and be clean about it.

MITAL: Any other thoughts about your construction access? You want to come up Brae Blvd; you wouldn't want to come off the parking lot in the back? Is it just a matter of the slope condition to get there?

SKRABBLE: This area is perfect because we don't have to take any trees down, it is our flattest access into the pond itself, that's really the only reason it was chosen.

SCHWAMB: But you could exit the other way as we talked about...instead of going Brae Blvd to Spring Valley Road, you could go the back way.

SKRABBLE: Yes. Once we get a truck on Brae Blvd we can go where we want. This is just where we will put the actual construction access. I think that is what you meant, right?

MITAL: Yes. They will be coming in and out of Brae Blvd and holding up traffic.

SKRABBLE: We can move this into the parking area, if that would help.

MITAL: That is kind of what I was referring to...

SKRABBLE: Yes, that would make sense. There might be some trees in here but I'm pretty sure we can get a path that goes through them. We are not going to take any trees down so we'll find a way to get through without taking any down.

SCHWAMB: You said no vegetation would be removed...are you adding any landscaping or additional plantings or not at this point?

SKRABBLE: I know that Marriott intends to improve the look of the pond, basically at the edge of the pond ... they are going to put an aerator in, which I confirmed with DEP that as long as it is not permanently mounted you do not require a permit, so there will be a fountain there and additional landscaping around the pond but it is not part of this contract

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so it is not shown on these plans. I don't have the specifics but that is what they intend to do.

RUPP: Are all the items that you mentioned, are they included in that DEP permit already? Would I find those conditions in that permit?

SKRABBLE: Yes. Actually I will give you my copy, I have them here.

RUPP: Thank you. That will assist me in drafting a resolution. You've seen the Brooker Engineering report?

SKRABBLE: Yes.

RUPP: Do you have any objections to any of those?

SKRABBLE: No, we can comply with that report.

RUPP: And if I understood your testimony, you will restore the lawn area that is your temporary access? You will stipulate to the Borough's request for any route of the disposal of material? You'll provide us with the testing? You'll provide us with the location of the disposal of the material so we know it won't be disposed of in the Borough? If necessary you will line the trucks if that is the only way to prevent dripping on the roadway?

SKRABBLE: Yes, to all of these.

SCHWAMB: Work hours is starting at 8:00pm?

SKRABBLE: We will comply with your ordinance unless there is something specific that you wanted.

MAGUIRE: Once the Planning Board approves, it is the Construction Code Official's responsibility to enforce it, to follow up to see they are only moving 3,000 cu yds..

RUPP: That will be the engineer, I believe.

MAGUIRE: Then Ms. Mancuso would have some role in monitoring this project.

RUPP: Right.

BEER: And I would suggest the engineer submit a bond estimate and inspection fees.

SKRABBLE: I don't know if this makes the Board feel any better but we used the 3,000 as the high end. Marriott has a budget in place already and it is in the \$100 to \$150,000 range, which includes some soft costs also so they can't afford to move 3,000 yds of material, it will be somewhere between 2 and 3,000. They are not going to be able to do any more.

BROWNE: Will you be submitting an As-Built before you refill the pond?

SKRABBLE: We were not. Elevation-wise? We were not going to only because we were going to try and handle that during construction to make sure the contours were being recreated. Marriott has hired me to be there during construction also, not all the time obviously but on a basis so I could determine those type of things to make sure they were removing the right amount of material and establishing the bottom the way they were supposed to.

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MAGUIRE: Do the DEP permits specify that?

SKRABBLE: No, all the DEP permits say is you can't go below the pre-existing elevation...what the original elevations were, which is pretty simple...if you look at the contours of the pond, it is a constant slope from the elevation of the spillway at 310 down to 302 at the bottom and then there is just the bowl portion of the pond. So it is pretty simple to reestablish those with having a laser level on site and we would establish them as we went.

METZDORF: On the honor system?

SKRABBLE: As far as the material coming out?

METZDORF: No, as far as the depth you can go. You don't sneak a little bit lower? My point is the DEP wants that but...

SKRABBLE: Well, you are on the honor system as far as that goes.

METZDORF: Yes, that's what I am saying.

MAGUIRE: Well, what you are showing here is going to be the final, right? 302 is the lowest?

SKRABBLE: You have 302 as your bottom. It is not going to be perfectly flat at the bottom; it will be a couple of percents slope across, just so that the water will continue to move. But you can see that all of the other sides have a uniform slope going up them to that elevation of 310. Those are easy to recreate.

MITAL: And certainly once you get towards the end of the job and if our engineer is going to go out there for an inspection to agree with those shots one day, it is easy enough....

SKRABBLE: We can show here what they are.

BROWNE: Are you committed to reestablish the original elevations or is your budget your ultimate constraint?

SKRABBLE: Well, the budget is always the ultimate constraint?

BROWNE: If you run out of money half-way through the project...

SKRABBLE: It is not going to be half...I have an idea of what the rate is going to be per cubic yard even if we have to roast it like we talked about before. The only DEP issue is we can't go lower. As far as the permit goes, we can't go lower.

BROWNE: But you wouldn't stop the excavation half-way through?

SKRABBLE: No. Marriott wants to get as much as they possibly can. What I have told them from the beginning is based on \$150,000 it is very close. I am not sure you are going to get 3,000 yds...it is going to be something less than that, which is why we are using 3,000 as our max but it is not going to be 1,000 either.

RUPP: If they find contamination, do you have to go to an LSRP?

SKRABBLE: Not that I am aware of. I don't know that process to be honest with you. My understanding is if you find low levels, as long as the

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licensed contractor disposes of it properly, that is all you are obligated to do.

RUPP: I know New Jersey has the lowest permitted levels in the nation.

SCHWAMB: Anything else?

SKRABBLE: No, that's it.

SCHWAMB: Thank you.

P.R.A.H., LLC – 38 and 40 Park Avenue NBD
Lots: 10 & 11 Block: 1601

RUPP: For the record, the applicant has requested an extension of time to the Board's January 23, 2013 meeting. This will serve as notification and there will be no further Notices sent or legal published.

APPROVAL OF MINUTES:

Motion made by Councilman Misciagna with second by Mr. Mital that the following minutes be approved.

Carried with abstentions as noted.

October 10, 2012	<u>Abstain:</u> Messrs. Ludwig, Mesiano
October 24, 2012 (closed)	<u>Abstain:</u> Messrs. O'Donoghue, Mesiano
October 24, 2012 (public)	<u>Abstain:</u> Messrs. O'Donoghue, Mesiano
November 14, 2012	<u>Abstain:</u> Messrs. O'Donoghue, Mital

APPROVAL OF VOUCHERS:

Brooker Engineering, PE	
Ridge Manor Apts	\$400.00
Ridgmont Shopping Ctr (Remed)	52.00
Prusha Subdivision	82.50
Brigette Bogart, PP	
P.R.A.H. Assoc. LLC	\$1,595.00 *

(* indicates *insufficient funds* – letters written to *)

Motion made by Mr. O'Donoghue with second by Mr. Mital to authorize the vouchers for payment subject to receipt of funds.

AYES: Mr. Metzdorf, Mr. O'Donoghue, Ms. Eisen, Mr. Browne, Mr. Mital, Mr. Von Bradsky, Councilman Misciagna, Mayor Maguire.

NEW BUSINESS:

Mayor Maguire said a lot of discussion has been had regarding pedestrian safety and some residents had come to the Mayor and Council meeting...he has met with the Police Department and the mobile sign has been moving around reminding people of the speed limits within the Borough. He said there was also a public service announcement created by PKRG with Chief Madden reminding resident to mind the speed limits.

He said he would like, at a future meeting, to have a Pedestrian Safety Forum, where the Planning Board would meet with the Police Department

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and the School and perhaps the DPW and talk about the trouble spots in town and possibly how we can improve.

He said the Planning Board has discussed traffic calming and that he felt the best place for it to come together was at a Board meeting and it was his recommendation that we pull something like this together for January.

Mrs. Beer reminded everyone they had extended an invitation to the Chamber of Commerce to meet with the Board in January.

Mayor Maguire said then it could be done in February at a work session and it shouldn't take more than 60 to 90 minutes.

ADJOURN;

There being no further business to come before the board a motion was made by Mr. Mital that the meeting be adjourned.

Second by Mr. Browne
Carried unanimously.

Respectfully Submitted,



Helyn N. Beer
Secretary

(9:31pm)