TOWNSHIP OF WEST ORANGE
PLANNING BOARD MEETING
HELD VIA ZOOM CONFERENCE

WEDNESDAY JUNE 3, 2026 :
PLANNING BOARD MEETING :

TRANSCRIPT ORDERED BY:

UNKNOWN

PRESIDING:

CHAIRMAN ROBERT BAGOFF

MEMBERS OF THE PLANNING BOARD:

PRESENT:

CHAIRMAN ROBERT BAGOFF
VICE CHAIRMAN JERRY GUARINO
BOARD MEMBER KEN ALPER
BOARD MEMBER CHRISTOPHER MORGAN, SR.
BOARD MEMBER LEE KLEIN
BOARD MEMBER LORI KAPFERER
BOARD MEMBER FRANK NOBORINE

OTHERS PRESENT:

MAYOR SUSAN McCARTNEY
COUNCILWOMAN SUSAN SCARPA
DIANA P. McGOVERN, ESQ., BOARD ATTORNEY
MALVIKA APTE, AICP/PP, CONSULTANT PLANNER
RYAN MacNEILL, PE, CONSULTANT ENGINEER
JAMILET BAQUERIZO VITE, BOARD SECRETARY

APPEARANCES FOR THE APPLICANT:

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CHAIRMAN BAGOFF: Welcome back, ladies and gentlemen. We now have PB-26-03, Crestmont Country Club, 750 Eagle Rock --

SECRETARY VITE: Hold on. I don't see (indiscernible).

UNIDENTIFIED FEMALE: I'm here.

SECRETARY VITE: Oh. Sorry. I thought you -- your camera was off. Okay. Sorry.

CHAIRMAN BAGOFF: Okay. That's okay. 750 Eagle Rock Avenue, Block 174, Lot 1.01, zone R-2. The applicant is proposing the installation of a traffic signal at the intersection of Eagle Rock Avenue and Oval Road. Modifications to the existing driveway and parking area are also being proposed. For the applicant, Mr. Schkolnick.

MR. SCHKOLNICK: Thank you, Chairman. Richard Schkolnick on behalf of the Applicant, representing Crestmont Country Club tonight. As you mentioned, we're here for preliminary and final site plan approval with some C variances. For the record, we are at 750 Eagle Rock and it's identified as Block 174, Lot 1.01 on the tax maps. You're all aware, that's the golf course and clubhouse with related facilities.

We are in the R-2 zone, where the use is permitted. We're not proposing any new buildings; I think the Board is aware. The crux of this application is additional parking at the facility and then a new traffic signal and new exit for the country club. The traffic signal will align Eagle Rock with Oval Road into a much safer 4-way intersection. There's also a widening of Eagle Rock Avenue, drainage improvements.

This is going to bring safety improvements to Crestmont and the community. We're going to have extensive testimony on all these improvements, the site layout and gra -- grading. We have additional stormwater management which we think it's going to be helpful. We have extensive landscaping design, tree removal, tree planting.

In conjunction with the traffic improvements, the country club has had change in the types and usage of the facility by its members. Over the last few years, it's become more of a year-round facility. Its parking needs have increased and this application proposes 32 new parking spaces to address some of those operational issues.

There are topographic challenges involved in creating the retaining walls. We have to deal with the slopes to install the traffic light and create the new

intersection. These topographic challenges create some variances dealing with wall heights and disturbance of steep slope, so well be discussing that as we go along.

We do think there are considerable safety improvements for the entire community that are going to come with the light in the intersection and we hope you'll come to understand that these safety improvements outweigh the harms from what we believe are modest deviations from the ordinance standards.

Chairman, as we opened, as you mentioned, as I mentioned, I represent Crestmont Country Club. I represent their interests, but we're not blind. I don't have my head in the sand. We recognize that the West Essex Highland application had a 4 to 4 vote and we're going to discuss that as we go along.

This is a complex -- a challenging case with legal elements to it. I'm going to discuss that with Dana Cancellaro tonight, she's the general manager of the country club. I have no doubt that you and the board members and the community are going to have questions and concerns on this, because there is an interrelationship between the 2020 settlement agreement between West Essex Highlands and the Township. It's relevant. We're going to do our best to address those issues and why we think this application makes sense.

For right now, I'm going to say we have a -- we have to deal -- Crestmont has to deal with a 2020 settlement agreement with the Township that remains in place, and that agreement obligates West Essex Highlands to install this new traffic signal at Oval Road and Eagle Rock and critically, critically, it requires the Township to use eminent domain authority to acquire property to build that signal.

Let me say that again. The Township committed to using eminent domain to acquire property, which would be from my client, Crestmont, to build that new signal. So Crestmont Country Club was faced with being on the back end of that awesome power of eminent domain. That's the town's ability to take its property without its consent, forcibly. Crestmont Country Club reacted reasonably, we believe, reasonably, and worked with West Essex Highlands and the Township and the County over multiple years to solve a public -- public safety problem. The solution addresses Crestmont's parking needs as well and it includes this new intersection. It includes eliminating Crestmont's existing very steep and potentially dangerous existing exit road.

I would submit, Chairman, at the end, you'll have sufficient evidence that what we're presenting to

you is a common-sense solution to a very complex problem. And from Crestmont's perspective, the challenges are not mooted by the vote on the West Essex Highlands Application. Whether or not those units are construction, the realignment is still needed. Whether those units are constructed, you'll hear from Crestmont's representatives, they still need additional parking. Whether the units at West Essex Highlands are constructed, Crestmont is still faced with the exercise of eminent domain in a written contract and the taking of its property.

So, there's still this contract that's out there where the Township committed to putting in the new traffic light and signal and Crestmont has to deal with those issues. There are still safety issues out there along Eagle Rock, which I'm sure the board members are aware of and that this proposal helps to alleviate. So, we have a complex problem with what we believe is a common-sense solution.

Chairman, I'm going to start -- I know you all know the lay of the land, but I'm going to put our civil engineer, John Cote, on just to go over the map so we have a complete record contained. Go over the map with an aerial to orient you. He'll just be a couple of minutes. And then I want to spend my time

for a little bit with Dana Cancellaro; she's the general manager and Chief Operating Officer to tell you from Crestmont's perspective why we're here, what they're trying to accomplish, a little bit about the history and why it makes sense in terms of the challenges it faces.

So, I have our traffic expert, also, Karl Pehnke, if we get to him. Then I thought we'd address those issues. Maybe we'll have enough time tonight. If we have more time, we'll come back to Mr. Cote for the details on the civil engineering side. Chairman, I do not have tonight, because we're not going to reach them, a landscape architect and our planner; that'll have to be for another night.

So, we'll do the best we can to get started. We appreciate your time. We appreciate your -- your hard work; I -- I know you're volunteers.

CHAIRMAN BAGOFF: Go right ahead, Mr. Schkolnick.

MR. SCHKOLNICK: Okay. So I'm going to call John Cote from Langan Engineering. If I could have him sworn, and then we'll go through his qualifications.

MS. McGOVERN: All right.

J O H N C O T E, APPLICANT'S WITNESS, SWORN

MS. McGOVERN: Thank you.

VOIR DIRE BY MR. SCHKOLNICK:

Q Okay. Mr. Cote, can you provide your professional qualifications?

A Sure. So my name is John Cote. It's spelled C-O-T-E. I work for Langan Engineering and Environmental Services in Parsippany, New Jersey. I'm a licensed engineer in the state of New Jersey, a professional engineer, in good standing -- license in good standing. I'm a graduate from Stevens Institute of Technology and I have testified before multiple municipalities throughout the state.

Q And you've been recognized as an expert in civil engineering?

A I've been recognized as an expert. I apologize. Recognized as an expert at the -- at numerous municipalities.

MR. SCHKOLNICK: Okay. Chairman, I'd submit Mr. Cote as an expert in the field of civil engineering.

CHAIRMAN BAGOFF: Do any members of the board have any questions about the voir dire of Mr. Cote and civil engineering? Seeing none, we -- go right ahead, Sir.

THE WITNESS: Thank you.

DIRECT EXAMINATION BY MR. SCHKOLNICK:

Q Okay. Mr. Cote, we -- we sent an aerial exhibit into Jamilet today. We're going to call that A-1, aerial exhibit.

A Sure. I'll --

Q Can you bring that up?

A I'll bring that -- yeah. I'll bring that up on my screen.

Q And -- and as we discussed, your job bef -- I'm going to call you back later in the proceedings.

A Sure.

Q But this is just to really orient the board of where the disturbance and the disturbance is -- is about four acres altogether out of -- out of the hundred and so-odd acres.

A Sure. Yeah. So I'll just take a few minutes here just to give everybody an orientation about where we are on the site, where the work -- improvements are proposed.

So you have the overall track here shown on the screen for the country club. Basically, it's 146.93 acres. And the area that we're working on is predominantly in the northeast corner of the site, and that's at the intersection of Laurel and Eagle Rock Avenue.

So, looking along that frontage, the intersection

with Oval is proposed to be the realignment of a new exit drive coming in off of the Crestmont property. The way Crestmont's accessed today is they -- there's an entrance off of Laurel. That entrance passes through the clubhouse, the parking lots, and then the exit routes in an approximate -- I'll call it a 35-degree angled parking -- excuse me, drive lane that goes out to Eagle Rock Avenue at the northeast corner of the site.

So the proposal of this project coming in tonight is a combination of the widening of Eagle Rock, which my coworker Karl Pehnke will opine on, and then the content on the site proper is a combination of a new parking field to expand on the existing upper lot, and that's the area adjacent to the clubhouse. We'll be installing proposed detention basins, higher retention basins, in this case for stormwater management as well as then reconfiguring the parking lot, what I'll refer to as the lower level parking lot, that's adjacent to the new drive exit for the site for that -- to configure that to allow for the grading activity needed to repose the driveway. And then additionally, there's a second detention basin at the south -- the northeast corner of the site.

So overall, the activities will be

predominately on the north end of the site. There is other work proposed in terms of the restoration or tree-planting that'll be proposed not only on the north end, but other elements throughout the club -- the country club proper, and that'll be gone over with my landscape architect, but I'll give a little bit of a preview later when I do my civil engineering. I'll give everyone an idea of where that is.

So with that, orientation-wise, if anyone has any questions on that. Otherwise, I'll turn it over to --

Q John, let me just do one thing.

A Yeah.

Q It's -- it's a one way in and one way out operation today and that's going to continue?

A Correct. And then --

Q Okay. So that's -- the one-way in's from Laurel?

A Right. One-way in from Laurel on the north end, on the -- on the top end of the screen here. That entrance comes in, goes through the -- past the clubhouse, and then enters into the parking field that's referred to as the upper level parking field.

The exit today actually passes through the lower level parking lot and continues onto Eagle Rock at the far northeast corner of the site. That one-way

configuration will stay in the proposed condition where the new entra -- the new driveway, excuse me, running down through will be an exit-only out to Eagle Rock and to the signalized intersection that's proposed. The overall --

Q And the idea is that existing exit, that's going to be decommissioned, in essence?

A Correct. That'll be removed and replaced in kind -- in an area, excuse me, with a detention basin that's proposed as part of the stormwater management improvements for the site.

So, the overall net increase here of physically 32 additional parking spaces as proposed is a combination of the reconfigured parking lot and the additional parking lot. And then ultimately, we're adding two additional EVs. But I'm going to get into that level of detail in my testimony, but just from a really big-picture point of view, those are the overall improvements: stormwater, parking, new driveway, as -- as to what Mr. Schkolnick said, decommissioning the old driveway, and then the off-site improvements associated with Eagle Rock. And there'll be a series of other details relative to grading and (indiscernible) and all that content, I'll bring into my testimony for my -- for the more detailed description of everything.

MR. SCHKOLNICK: Chairman, as I mentioned, I -- I wanted to call Mr. Cote, do a basic overview. He's going to be back for all of the usual details, but we're going to do that, if you don't mind, after --

CHAIRMAN BAGOFF: I -- I'm sorry. Go right ahead. I understand. The board will understand. We'll -- we'll -- we'll (indiscernible) question Mr. Cote on the rest of his testimony when he presents it in full.

MR. COTE: Okay. So I'll stop sharing and then turn it over to Karl Pehnke.

MR. SCHKOLNICK: No. We're going to go to Dana.

MR. COTE: Oh. Sorry. Dana? My apologies. I'm sorry. My apologies.

MR. SCHKOLNICK: Okay, Chairman? Is it okay if I call the --

CHAIRMAN BAGOFF: Yes.

MR. SCHKOLNICK: -- next witness, or --

CHAIRMAN BAGOFF: Go right ahead.

MS. McGOVERN: Ms. Cancellaro? I don't see her. I've got to look.

CHAIRMAN BAGOFF: She's there. She's got her hand raised.

MS. McGOVERN: Okay. There you are. Ms.

Cancellaro, please raise your right hand.

D A N A C A N C E L L A R O, APPLICANT'S WITNESS, SWORN

MS. McGOVERN: Okay.

MR. SCHKOLNICK: And just give me a second. I'm going to try to -- oh. There she is. Okay.

DIRECT EXAMINATION BY MR. SCHKOLNICK:

Q Okay. Dana, what's your position with the country club?

A I am the general manager slash COO of Crestmont Country Club.

Q And could you just describe for the board your job responsibilities?

A Sure. I manage the entire day-to-day operation of the club as well as I'm the main liaison for the board of directors setting the strategic mission of the club, and I oversee all 13 departments of the club and the department heads.

Q And you're familiar with all special events that happen?

A Absolutely. Yes. Any -- any member events, private events, yes.

Q Okay. And you're sort of, you know, the lead interface with the engineering team on this project as well?

A Yes.

Q And how long have you been with the club?

A I started in March of 2023.

Q And can you just give me very briefly your -- your background, you know, prior to that?

A Of course. I've been in private clubs for over 20 years. I've been a general manager for over 10 years at several other clubs. I'm a certified club manager through the Club Management Association of America and I'm in the honor society as well of the Club Management Association.

Q Okay. And you've had conversations with the representatives of the West Essex Highlands going along in terms of the design of the road and the traffic light and all of those things. Correct?

A Yes.

Q Okay. And can you describe for the planning board the background on this project and what were the issues faced and -- and how we got here today, from your perspective?

A Sure. So when I started in 2023, the discussions were already underway between past board members and West Ess -- Essex Highlands, and it was really two-fold. It was the emerging need for more parking over the years, to secure a more safer exit for the club, of

course, and then the club was approached by West Essex -- Essex Highlands to do that -- to add the stoplight.

Q Okay. So, you know, at some point, you know, before you got there, there were these discussions. West Essex Highlands had come and said we've got to do this traffic light.

A Correct. Yes. That was before I started. Mm-hmm.

Q Okay. And you -- you and the other club members involved were aware that there was a settlement agreement between Highlands and -- and the Township of West Orange?

A Yes. We were very aware, and we were aware that it contained an eminent domain clause as well that of course, we wanted to cooperate because that disruption I think would be -- you know, would be bad for the club and for the community.

Q Okay. So, you know, from the -- from your perspective, from the club's perspective, you know, how did you, you know, think about this and to -- to get from there to sort of where we are today, if you could try to put that in your own terms.

A Sure. So, like I said, we were approached before I got here for the need to install the traffic light. Again, we were aware of the agreement with the town,

the eminent domain lingering, but we also know that there was a need for a safer exit for our membership. If you've ever tried to make a left out of the club, it's difficult for the most, you know, well-versed defensive driver. At the club, we have elderly folks driving out of here, we have young folks driving out of here. I myself make a left out of here every -- every single evening. Sometimes my son comes to work with me and he's in the back seat and it's not safe. So it is concerning for a lot of the families here. My job as the general manager is to make sure that my club members and my guests are safe, so it was very desirable for us to get into this agreement with West Essex Highlands to have this traffic light installed and improve the safety for our membership as well.

Q So one of the issues that you're facing is you've got this existing exit-only, everybody coming in, every -- every car movement coming in is going out onto Eagle Rock. It's a challenge, that left. It's not signalized today. Correct?

A Correct.

Q Okay. And it's -- from a layperson's perspective, it's steep as well?

A Absolutely. Yes. Actually, in the winter, we do have some trouble with icing on it as well and keeping

up with salting that has -- has also been tricky for the club. So the new proposal gives us the opportunity for a better egress out of the club.

Q Okay. So one of the issues you're facing is you -- you've got an exit un-signalized, a lot of traffic; you'd like to improve that. That's one of the issues you faced?

A Yes.

Q Another issue that you faced is you'd like to have more parking. Can you talk about that a little bit?

A Absolutely. So the club since I've been here has changed, the culture has changed quite a bit. We used to be what you might call a snowbird club where it was essentially -- membership consisted of two people using the club. We're now very much a family club. A lot more families from West Orange and Livingston are joining the club and they're here year-round and our usage has really doubled, sometimes tripled in certain areas. And also, you'll have one person golfing and then the other spouse bringing the kids later to the pool and meeting -- meeting there rather than carpooling together, which was more common, you know, five, ten years ago. So we do have a need for more parking as the usage at the club is up. So -- so that

is very desirable as well.

Q So sort of, you know, separate and apart from the safety issues, you're under-parked and that's a second problem that you -- you're trying to address through this application?

A Yes. Absolutely.

Q Fair to say? Okay. Then we have this eminent domain issue. So, West Essex Highlands presents a document that says the town has to -- everybody has to build this new traffic light and they can take your property if you don't have an agreement. Just, can you talk a little bit more about that and -- and, you know, and how that got to, you know, where we are today, what you are facing?

A Sure. So again, as we had mentioned prior, we knew that agreement was -- was out there. Being that adding the light was desirable for us, we entered into an agreement with West Essex Highlands to install the traffic light. The eminent domain -- I mean, it's -- the piece of our property is not a nice-looking piece of property, regardless, so it's -- it's a chance to make the curbside appeal a little nicer at the club as well, which is great, and we wanted to cooperate so we weren't in, you know, a lengthy legal battle. That didn't seem like something the club wanted to enter

into.

Q Okay. So it -- it made business sense, and --

A Yes.

Q -- and operational sense not to be adversarial --

A Mm-hmm.

Q -- with the Township of West Orange, potentially.

A Of course.

Q Because that could have caused its own set of difficulties if you didn't cooperate. What -- you know, could you just talk about that? Like, what happens if you didn't cooperate? What were you thinking about? Because I think it's important for the board to understand --

A Absolutely.

Q -- you know, how we -- how we get here. It's a very difficult --

A Right.

Q -- problem. How did we get here and -- and how, you know, collectively, as a community, try to solve it. So what was --

A Absolutely. So I -- again, I can't speak to the relationship between the town and the club before I got

here, but what I've always learned in club management is you want to be a good neighbor and a good part of the community and doing that, you have to work with your town. So of course, we did not want to be adversarial at all. So when we saw an agreement with the town, we wanted to make sure we could comply. And again, it was to add, you know, add some beautification to a part of the town, a very busy corner, that would only make, you know, the curb appeal much better for the -- for the town as well.

So yes, our job is if we see something from the town, we want to do the right thing and do -- do right by the town as well.

Q Okay. So, you know, you had an option but, you know, if -- if you didn't cooperate, then you had potentially more difficulties with your already-difficult driveway and this got you in the room, so to speak.

A Yes.

Q Fair to state? Where, if you cooperate, you can work cooperatively with the town and you understand the county's involved as well because it's a county road?

A Yes.

Q And your understanding was, you know, that

the county was on board with what was happening here and there was, like, a cooperative effort to do a realignment so that your exiting traffic would now have a much safer traffic light?

A Yes. Absolutely. The county seemed to be in cooperation as well, as they'd been to the site to -- to visit.

Q Okay. So, you know, putting it all together, you have a multi-year process where you've got a difficult -- difficult and at times safety-challenged exit that you could -- that you could improve. Correct?

A Yes.

Q You've got a parking issue that you'd like to start addressing as best you can.

A Yes.

Q Correct? And an opportunity to put it all together and be a good neighbor and, at least from the country club's perspective, help improve Eagle Rock and -- and solve or improve the -- some of the safety issues out there altogether.

A Yes. It was a win-win situation for the club, absolutely.

Q Okay. And that's -- that's -- the club is the applicant tonight, you know, putting this project

together, putting it forward on -- on its property and obviously, you're requesting that the planning board evaluate and ultimately approve, because it makes good sense for the country club overall.

A Yes. Absolutely.

MR. SCHKOLNICK: Okay. Chairman, that's my -- my testimony with Ms. Cancellaro.

CHAIRMAN BAGOFF: Okay. Do any members of the board have any questions for Ms. Cancellaro? Mayor McCartney?

MAYOR McCARTNEY: I do not have any questions, Chairman.

CHAIRMAN BAGOFF: Okay. Vice-Chairman Guarino?

VICE CHAIR GUARINO: No questions at this time, Mr. Chairman.

CHAIRMAN BAGOFF: Okay. Council President Scarpa?

COUNCILWOMAN SCARPA: No. Not at this time.

CHAIRMAN BAGOFF: Mr. Alper?

VICE CHAIRMAN ALPER: None from me. Thank you.

CHAIRMAN BAGOFF: Thank you. Mr. Klein?

MR. KLEIN: No questions.

CHAIRMAN BAGOFF: Mr. Morgan?

MR. MORGAN: No questions at this time, Sir.

CHAIRMAN BAGOFF: And Captain Noborine?

MR. NOBORINE: No questions, Chairman. Thank you.

CHAIRMAN BAGOFF: Ms. Kapferer?

MS. KAPFERER: No questions. Thanks.

CHAIRMAN BAGOFF: Ms. Apte?

MS. APTE: No questions, Chairman. Thank you.

CHAIRMAN BAGOFF: Mr. MacNeill?

MR. MacNEILL: Thank you, Mr. Chairman. Just one quick question. This might be better suited for the engineer, but I just had a question on existing site operations. You're not anticipating any changes to the existing site operations regarding trash pickup, delivery, circulation on-site obviously besides having to exit through the new driveway?

THE WITNESS: No. There will not be any change to that. This will actually be easier for them to exit our property.

MR. MacNEILL: Perfect. That's all the questions I had. Thank you.

CHAIRMAN BAGOFF: Thank you. Do any members of the public have any questions for Ms. Cancellaro on her testimony? Please raise your hand and be

identified. Do any members of the public have any questions for Ms. Cancellaro on her testimony? Please raise your hand and be identified.

ZOOM OPERATOR: I'm seeing one right now, Seth Weisleder. Please state your name and address for the record.

MR. WEISLEDER: Yes. Hi.

CHAIRMAN BAGOFF: Is that a yes?

MR. WEISLEDER: Seth --

CHAIRMAN BAGOFF: Yes.

MR. WEISLEDER: -- Weisleder. Can you hear me?

CHAIRMAN BAGOFF: Yes. Yes. Go right ahead, Sir.

MR. WEISLEDER: 17 Howell Drive. I guess my question is has -- the settlement agreement was an agreement and something that might be pending, and was the town sending letters saying yes, we're going to be taking away this -- this land and how much land were they proposing to take in eminent domain?

MR. SCHKOLNICK: We -- we don't know. We -- we don't -- when you say sending letters, I -- I don't believe that the town initiated eminent domain proceedings to do it because the parties voluntarily were endeavoring to solve the problem.

MR. WEISLEDER: So it was a perception or -- or anticipated that this was going to happen and this took place in 2020 and here we are six years later and so far, everything remains status quo. Is that correct?

MR. SCHKOLNICK: I'm not sure what the question is. I can tell you the settlement agreement, which is a public record, of course, is dated April of 2020. And you heard from Ms. Cancellaro that the design work has taken a few years to come to fruition. And we've -- we've filed.

I am not aware and I will check to see if the town initiated eminent domain proceedings but I think that's pretty unlikely because folks from the town, you know, participated in the design and they knew it was happening and they knew it was a cooperative agreement, so. I hope that answered your question, Sir.

MR. WEISLEDER: Well, it has, but eminent domain has not taken place and there was no imminent threat of eminent domain and the eminent domain was not going to affect the number of parking spaces. Is that correct?

MR. SCHKOLNICK: I don't know the answer. I think I know the answer. I'm the lawyer, of course. Dana, do you know if a contemplated eminent domain

proceeding that has not taken place would have affected the number of parking spaces? I -- have I -- have I rephrased that in a reasonable way, Sir?

CHAIRMAN BAGOFF: Yeah. I -- I'm going to stop this right here. You're -- you're talking about a hypothetical of a hypothetical. We're going to pass on that. Let's move on.

MR. SCHKOLNICK: Okay.

ZOOM OPERATOR: Any other --

CHAIRMAN BAGOFF: Mr. Weisleder, do you have any other questions for Ms. Cancellaro on her testimony?

MR. WEISLEDER: None at this time. Thank you.

CHAIRMAN BAGOFF: Thank you, Sir. Do any other members of the public have any questions for Ms. Cancellaro on her testimony? Please raise your hand and be identified.

ZOOM OPERATOR: Reina Sharenow, please state your name and address for the record.

MR. SHARENOW: Bob Sharenow, 9 Cadmus Court in West Orange.

CHAIRMAN BAGOFF: Go right ahead, Sir.

MR. SHARENOW: Okay. The lady that was just speaking --

CHAIRMAN BAGOFF: Ms. Cancellaro.

MR. SHARENOW: -- has referred several times in her conversation that there is some kind of agreement already in existence between I think Crestmont Country Club and the West Essex Highlands. Is she referring to the West Essex Highlands, our 300 condominiums, or is she referring to West Essex Highlands Garden Homes, the Wilf brothers? That's my first question.

CHAIRMAN BAGOFF: Okay. Ms. Cancellaro, can you answer that question?

THE WITNESS: Of course. Yes. It's the -- my understanding -- it's West Essex Highlands Garden Homes.

MR. SHARENOW: Garden Homes? Okay. When was this agreement made? How long ago?

THE WITNESS: Our agreement was officially signed I want to say December of 2025.

MR. SHARENOW: December of 2025? And can you give me some details of that agreement and what -- what does it entail that they have at that particular junction?

THE WITNESS: Sure. So I -- again, there were some things that happened before I started here and the base of that essentially, there was the

agreement with the town in 2020 that led their organization to having to install the traffic light and in order to do so, it was to take our -- a piece of our property to do so. So we decided to cooperate with them so that agreement basically solidifies that we are going to cooperate with them in addition to get the access to, you know, their outstanding engineering team and some of their building resources as well to do -- to add our parking and to redirect our exit to line up with that traffic light so it was beneficial for the club as well.

MR. SHARENOW: Okay. That was a good answer. At least I understand it now. Thank you.

THE WITNESS: Thank you.

CHAIRMAN BAGOFF: Do any other members of the public have any questions for Ms. Cancellaro on her testimony? Please raise your hand and be identified.

ZOOM OPERATOR: I am seeing none.

CHAIRMAN BAGOFF: Seeing none, I'm going to close that portion of the meeting. Thank you, Ms. Cancellaro. Mr. Schkolnick, you have the floor, Sir.

MR. SCHKOLNICK: We're going to call Karl Pehnke, and expert in traffic engineering. If I could have him sworn, please, we can get him up on the screen.

MS. McGOVERN: Mr. Pehnke, please raise your right hand.

K A R L P E H N K E, APPLICANT'S WITNESS, SWORN

MS. McGOVERN: Thank you.

MR. SCHKOLNICK: Okay. Chairman, I know Mr. Pehnke has been recognized but I am going -- in this proceeding, obviously want to have a -- quite a complete record here, so I'm going to ask him to place his credentials into the record.

THE WITNESS: Certainly. So for the record, again, my name is Karl Pehnke, associate principal with Langan Engineering and Environmental Services. My offices are located at 100 University Square Boulevard in Princeton, New Jersey. I am a registered professional engineer in the state of New Jersey. My license is in good standing. I've been prac -- my area of expertise is traffic engineering, which I've been practicing for some 40-something years now. I have appeared before West Orange in the past and qualified as such.

CHAIRMAN BAGOFF: Do any of the --

MR. SCHKOLNICK: Chairman, I'd sub --

CHAIRMAN BAGOFF: I'm sorry. Go right ahead, Mr. Schkolnick.

MR. SCHKOLNICK: I'm sorry. I'd submit Mr.

Pehnke as an expert in the field of traffic engineering.

CHAIRMAN BAGOFF: Thank you. Do any members of the board have any questions about Mr. Pehnke's ex -- expertise? Seeing none, we accept Mr. Pehnke as an expert in traffic engineering. Go right ahead, Sir.

MR. SCHKOLNICK: Thank you.

DIRECT EXAMINATION BY MR. SCHKOLNICK:

Q Karl, you've obviously analyzed this project in terms of its traffic and traffic safety features. Is that accurate?

A That is correct.

Q And can you provide the board with an overview of the -- of the civil- and traffic-related issues and the challenges and -- and the benefits to Crestmont and the community?

A I can. And let me pull up my screen-sharing. I'm going to make sure -- let's see.

Q And Karl, you're going to be using only documents that were in our application documents and that are available online, nothing new?

A That's correct.

Q And I'm going to ask, when you refer to a document, you call out the sheet and the last revision date just to make sure we all have it tied together.

We have not submitted revised plans at this time, Chairman, so there's only one set.

CHAIRMAN BAGOFF: Okay.

BY MR. SCHKOLNICK:

Q Okay? This was marked as A-1. This is the aerial. You're going to use that, Karl?

A Correct.

Q Okay. A-1, this was marked earlier tonight.

A That's correct. So by way of a little bit of -- of background and as inferred by Ms. Cancellaro just a few minutes ago, planning for this project has certainly spanned a long time. I became involved about two and a half years ago and was retained by West Essex Highland, LLC to progress the design of improvements along Eagle Rock Avenue as well as the traffic signal installation at Oval Road.

Prior to that, my -- the predecessor traffic engineer who has since retired, Mr. Walter Lublanecki, had been substantially involved with the West Essex Highland project, the county, the municipality, as -- on prior applications and through the development of the settlement agreement and, ultimately, development of the concept of improvements along Eagle Rock Avenue and Oval Road, which I've taken over and have been progressing the design of.

That design effort has also incorporated, because of impacts on -- associated with widenings, the coordination with the Crescent -- Crestmont Country Club, which my partner, John Cote, who'll be re-testifying a little further, coordinated on the site design features that married to the roadway improvement. So there's been a design coordination effort between the -- what I would call the public improvement that is being designed under -- under my signature versus the integration and the related site improvements that occur as a result of the -- the widenings and improvements at -- at Oval Road.

So one of the -- the initial efforts in -- in the design process and it certainly, as I said, has spanned many years, but I've familiarized myself as it -- as I got involved with this project is understanding basically the existing conditions and warranting conditions for an improvement and the need, the analysis of those factors related to the existing operations and the safety of the -- the study area ultimately with a goal to develop a -- an improvement that improves the overall safety and operation of the -- the project area and really represents the best solution for improving overall safety and operations, and -- and that's really what we do from an engineering

standpoint and a -- with regard to a traffic signal, a warranting standpoint.

There is guidance, you know, in design. That guidance includes design manuals by the New Jersey Department of Transportation, design standards in this case that are provided by Essex County; they have certain things they like designed in certain ways, so they have design standards that we follow.

And then with regard to traffic signal design, we have standards as defined in the Manual of Uniform Traffic Control Devices, which is quite regularly updated, one of which is guidance on consideration of a traffic signal and -- and when -- when to consider it when it's maybe warranted. There is guidance in the MUTCD in terms of warranting factors, which are volume-related, pedestrian-related, crash-related; all sorts of warrants. General traffic engineers focus more on the -- the volume-related warrants and then engineering judgment as guided by the MUTCD with regard to factors that exist that might suggest that signalization and improvements at an intersection make sense.

So, with regard to this particular area, you know, I know the board is well familiar with it, but there's a few things that are occurring, and it starts at -- at Oval Road. Obviously, we know Oval Road is -- is a

roadway that serves into the West Essex Highlands. It currently comes down to Eagle Rock Road, and I'm referring to the -- the exhi -- the Oval aerial exhibit. It connects to Eagle Rock Avenue.

Eagle Rock Avenue at this location is a four-lane road. It provides two travel lanes per direction. In the -- what I would call the westbound direction, you have a through lane and then you have a lane that can be traveled by through vehicles and then -- and right-turn vehicles onto Oval Road.

In the eastbound direction, there are again two lanes. The southern lane or the curb lane carries through traffic and then the middle lane, the center lane, carries traffic that both would travel through the intersection or would slow and stop and wait for gaps to make a left onto Oval Road. And then Oval Road has a -- has its approach.

At the intersection, it's -- it -- it is stop-sign-controlled and basically, motorists approaching and wanting to turn onto Eagle Rock Avenue have to come to a stop, look left, right, and choose gaps in the traffic flow on Eagle Rock Avenue which, as everybody is aware, is relatively high; in the area of 800 vehicles per hour to over 1200 vehicles per hour, depending upon the time of day. So it is a -- an

important pie -- roadway in -- in the -- in the Essex County infrastructure and it is also well-traveled.

There are some challenges at Oval Road and Eagle Rock Avenue that consider -- that weigh into consideration. As I said, heading in the eastbound direction, left turns are made from a through travel lane. That can be problematic with vehicles stopped and vehicles progressing behind them and having to -- to move around them. So that's a condition that is existing that is of concern, that -- that certainly has been considered in the design of improvements to this intersection.

On the Oval Road approach, there are also some -- some challenges. Looking right when you arrive at the intersection, there are very much restricted sight distances. Those sight distance restrictions occur from the fence line that's occurring along the face of Essex Fells Country Club; that creates some sight distance, sight line challenges, particularly as Eagle Rock Road bends away, so seeing oncoming traffic can be challenging.

As the -- the summer season progresses, that becomes more challenging as vegetation grows in and overgrows and -- and isn't maintained. Winter months, a little easier. Summer months and fall months, that -

- that sight line becomes challenging.

That sight line is also a little bit restricted looking in the other direction, a little less so since there is a curve and the advantage to look up the curve to the left, but there is also a fence and vegetative overgrowth that creates some challenges looking left. The right -- the right is the more restrictive sight line.

So the intersection has conditions today that warrant the need for improvements and changes in -- in traffic controls. The volumes that exist today on Oval Road and Eagle Rock Avenue also do meet the -- the tenets of what's known as warrant 2, which is a four-hour warrant. And then -- so not considering any further development along Oval Road, the -- the West Essex Highland project, for instance, a signal at this location, based upon the conditions I described, and guidance in the MUTCD, it's -- it is warranted to -- to signalize or change the control of the -- the intersection to a signal.

So that has been known, I think, quite frankly, for quite some time and has been discussed and, you know, for the most part, is probably more of a funding issue in terms of the county or anyone being able to advance it, which is one of the reasons why it's

probably been addressed in the settlement agreement to bring the resources to bear and -- and making that happen.

So, the other thing to discuss is Wesmont (sic) Country Club. So as we identified the improvements through the years to be done at Eagle Rock Avenue, one of the major parts of those improvements was the widening of Eagle Rock Avenue to provide a left turn lane on Oval Road. To install the left turn lane, basically, we need more pavement. And the, you know, valuations that were undertaken really indicated that that pavement wanted to push to the south, towards Crestmont Country Club, and that would allow the provision for the additional pavement that could create the lengthening of the left turn lane at Laurel Avenue, improving that traffic flow as well as the creation of the separated left turn lane onto Oval Road.

So that really started to involve the Crestmont Country Club. In addition, installation of traffic signal equipment requires a footprint. Installation of underground and over -- overhead utilities, that also push into the country club. So as those discussions started underway, it also became clear from the country club's perspective that they had -- have some challenges.

And as everybody's aware, the existing and Mr. Cote described the existing circulation on the site, or Dana described, is -- is really the -- the one-way circulation that comes in from Laurel Avenue feeds into their drop-off porte cocheres activities and then out into their existing parking fields and then the egress accommodated by a travel route through the lower parking field and down the egress drive that exists today that really intersects Eagle Rock Avenue at a fairly acute angle, which is not such a great thing. It creates some challenges, again, in -- in sight lines, looking over your shoulder to look left. And also, similar to Oval Road, there are sight line challenges looking right, particularly around this bend that are influenced by the -- the overgrowth and border area plantings that restrict the ability to see, particularly, again, as the summer season and fall season continues around that bend.

So there are challenges there. There's the grading. There's circulation through -- through the middle of the parking field, all of which really, you know, are not great things for the country club, so they really took the opportunity in working with my partner and West Essex Highlands, LLC to marry their needs, which also included prior planning that they had

been in -- in progress on to improve their parking and take advantage of the traffic signal.

So what resulted is -- resulted in that is this application and this application involves, as I said, a public improvement, and we'll go into a little more detail on that, as well as the site improvements. And the site improvements are -- are fairly straightforward. Mr. Cote will get into them further, but basically, we are adding the 36 parking spaces. Those spaces are being added in accordance with more proper standards, good -- good circulation elements, good parking. And the exit -- the exit road is really being disconnected and moved away from circulating through -- through the parking lot.

So the on-site circulation and parking of the Crestmont Country Club is -- is being improved and then the egress drive is being brought down at a proper grade and at a proper angle, more importantly, 90 degrees, into Eagle Rock Avenue. And it's being moved to take advantage of the traffic signal.

So that does a few things. It gives them the benefit of the impact on their site with taking by having the internal circulation improved, the egress improved from a safety and operations standpoint, and controlled by the -- the traffic signal. And then the

public benefit that results from that is the elimination of a point of conflict that exists separate from -- from other roads. We -- we have the -- the driveway now aligned, making a singular point of conflict, and having a combined traffic signal control at that -- at that location.

So that's the -- the general overview. I am going to go to a piece of the design plans that talk about a little more detail. These are also in the record. They are the preliminary --

Q Karl, just one thing, one or two little things, before we go onto something more specific. You mentioned MUTDC (sic) --

A M-U -- Manual of Uniform Traffic Control Devices, MUTCD.

Q Okay. Can you just say that one more time so we can get that on the record?

A The Manual of Uniform Traffic Control Devices, otherwise known as the MUTCD.

Q MUTCD. Okay. And I just want you to talk about the slope of the existing egress when it comes in. Dana mentioned that. That's a challenge. Do you know the percentages offhand?

A I don't. I know the new percentages, which we've designed to county standards. The county has a design

standard to bring it in relatively flat before we climb up to an eight percent slope. The existing driveway basically -- oh. I should introduce this.

So this is the -- a sheet out of -- it's actually sheet 14 of 22 out of the preliminary roadway -- Eagle Rock Avenue roadway improvement plans I prepared under my signature dated February 12th of 2026.

So basically, the existing driveway runs down and connects with Eagle Rock Avenue basically between the Pleasantdale Chateau driveway and wake -- Wakeman Street. It's a continuous grade down and then meets just on the inside of the -- the radius and just to the west of land that was previously donated, I believe, to West Orange Township.

So that grade doesn't really meet the county standards. The proposed grade that we would have on the new roadway has been designed to meet the county standards and then come up into the site, so part of the impacts on the site that Mr. Cote will discuss is how they -- how they integrated the need to bring the road up at a proper grade and then deal with the -- the parking lots and -- and meet the parking lots. That was -- that was a challenge that he worked closely with the country club on and I was on the periphery on that. So he could probably talk to you more about that.

So going to sheet 14 of -- of 22, basically this is the -- the signing and striping plan from the project and it really looks -- it's really focused on the Oval Road and Eagle Rock Avenue new drive -- and the new driveway from Crestmont Country Club.

So as I indicated, we are widening Eagle Rock Avenue. So that widening all occurs on the south side of Eagle Rock Avenue. There is no change in the curb line adjacent to the Essex Fells Country Club. There are no changes to the curb lines on Oval Road. All of the widening occurs to the south, to -- to this applicant, the Crestmont Country Club.

So we basically add roughly 12 -- 12 feet -- 12 to 13 feet of pavement. And then behind the pavement, we also now grade the border with what's called a border area, which is the area eight to ten feet behind the curb, we grade that flat. So it's a walkable surface through there. That's generally done to make sure that you have proper sight lines for people traveling along the roadway. It's a properly maintained border area. And that's -- that's the standards that we follow from the Department of Transportation and Essex County.

So it's a really substantive improvement and widening project that will enhance the operational

characteristics of this section of Eagle Rock Avenue and make it safer to drive along it. So the other aspect of the safety is separating the left turns onto Oval Road from the through traffic so that any vehicle that is slowing to enter and -- and turn onto Oval Road is stored out of the through traffic and does not disrupt that through traffic flow, does not cause vehicles to have to -- to go around a stopped vehicle, and basically just creates a safety enhancement for both through vehicles that are traveling along Eagle Rock Avenue as well as those that are regularly turning onto -- to Oval Road.

The Crestmont Country Club driveway will come down. It'll have a two-lane approach, left turn lanes, and then basically a right turn lane which will allow through movement. So if there's any guests that live up in the -- the Highlands, they'll be able to continue across onto Oval Road.

The intersection also will be fully modernized. It'll use the current forms of detection, will be fully compliant with the -- the current regulations in the MUTCD and will include pedestrian accommodation. So all four legs of the intersection will have crosswalks, handicap ramps, and connecting sidewalks so that somebody that wants to cross Eagle Rock Avenue in this

area has a safe way to do that with pedestrian heads and pedestrian push-buttons and guidance to sidewalks and handicap ramps. So all of what the -- all of the modern conveniences and -- and bells and whistles that come with a current traffic signal are being installed at this location, as we would do in any new design.

The improvements going over to sheet 2013, as I said, include continuous widening along Eagle Rock Avenue. What that does is it gives us the opportunity to extend the left turn lane, which currently ends where my -- my hand is right now and adding about 200 feet of additional storage in cue. And again, that's -- provides for safety improvement along the westbound side of Eagle Rock Avenue, storing additional vehicles that want to make the left to Laurel Avenue outside of the three lanes.

So overall, the section of Eagle Rock Avenue between Laurel Avenue and, going back to the other sheet, Oval Road will be significantly enhanced, all providing a public benefit. This really is a capital improvement that just is benefitting the existing through traffic along Eagle Rock Avenue and Oval Road and -- and addressing the conditions that exist out there today.

So these plans will be progressed through Essex

County. Essex County is aware of this. They -- they have had some preliminary input through the years with Mr. Lublanecki, with -- with West Essex Highlands. They have -- I know in the past, as I got to be involved, there's been meetings in the field. So this isn't new to anybody and I -- I don't think these improvements really surprise anybody as being needed and the benefits that they -- that they provide.

So that really sums it up. The intersection will operate at very good levels of service. It will be coordinated with the traffic signal at Laurel Avenue so that it doesn't influence or impact the Laurel Avenue intersection. The way that'll be done is by what's known as GPS units. They basically are units that will sync the two signals and allow them to -- to work off of each other. The Laurel Avenue intersection will be what we call the master that basically controls the system and Oval Road will be basically a slave to -- to Laurel Avenue. It's done quite frequently and will work -- work quite -- quite well.

So that I think sums up the -- the project. Oh. I should say that there are other design issues that are beneficial. The -- the drainage along this section of Eagle Rock Avenue is -- is somewhat lacking, so there will be a full drainage system put in place. Mr.

Cote's accommodated for that on the site, so some of those drainage basins are involved with taking some of that drainage, but we will have a good drainage system to make sure that any ponding or puddling along the highway is eliminated and -- and that also is an ancillary benefit that -- that is occurring as a result of this project.

Q Karl, a couple of things. Obviously helps out Crestmont Country Club, but with the left turn lanes improved in both directions, that -- that helps everybody just driving along Eagle Rock, whether they're going to the country club or whether they're using Oval Road. Correct?

A That's correct.

Q So that's all the drivers every day on Eagle Rock making -- making lefts onto Laurel?

A That's correct.

Q A couple other things. We've got some EV improvements. We got -- I think we have 32 spaces and 3 EV credits, but we'll -- we'll go over that, but that's a -- from a traffic engineering standpoint, we have some improvements due to the state statute and -- and the local ordinance on EVs?

A That's correct. And Mr. Cote can cover that further.

Q Okay. And -- and we touched a little bit before. I still think we need a little variance relief from the municipal standard on driveway slopes. John will talk more about that, but we -- we have an improvement on the slopes, from -- from your standpoint?

A Yeah. The -- the real key is the approach. As you -- as you approach Eagle Rock Avenue, that you have a safe slope that a vehicle can take control in inclement weather, stop in time, and that's really set by the county. And then obviously, the control by the traffic signal so that when traffic enters onto the highway, it -- it's controlled.

And I probably should just describe how this intersection will -- will operate. It will have a multi-phase traffic signal. So basically, we've -- we're designing it to operate with four phases. What'll happen is there will be an advance phase that allows the left turns to clear and enter Oval Road while the through traffic in the eastbound direction is moving. All other approaches are stopped by that time frame. And then it goes to what's known as a permissive operation, which is a green ball, and the through traffic on Eagle Rock Avenue is allowed to progress in both directions. And then similarly on

Oval Road, we would have left turn advances for left turning movements and then they -- both approaches would run.

And what -- what effect happens from a coordination standpoint is when the Oval Road/Crestmont Country Club approaches are -- are in -- in green time, so to speak, is the same time that Laurel Avenue is moving. So that's how your progression really works. You -- you allow that -- that operation to occur sort of simultaneously when the side streets -- at Laurel Avenue. So it's probably worth talking about how the intersection would work.

Q Karl, from a traffic standpoint, we're -- we're reducing the existing parking deviation by adding those 32 or 36 spaces. Of course, that's -- that's an added benefit. I think you'd agree to that.

A That's correct. And it -- it's an independent need that Crestmont Country Club was progressing and sort of rolled into this. And -- and since the relocation and redesign of the driveway impacted that lower parking field, you know, the project just wraps all of those needs of Crestmont Country Club into one -- one package to -- for approval.

Q You touched on but I'd like to bring it out just a little bit more. We have a bunch of pedestrian

crosswalks at the new signal and ADA ramps. Does that play into your opinion that we have a community benefit here?

A Well, yes. Certainly, providing for a safe location to cross Eagle Rock Avenue is -- is important, so that does that. I know that there is some sidewalk lacking along Eagle Rock. There is sidewalk further to the east of us, but it does begin to create that -- that system which is being pursued by all municipalities and certainly creates a safe location for anyone that comes down Oval Road, whether it be on a bike or -- or on a -- or walking or comes out of the country club or whatever, although that's probably not likely, to -- to have a safe crossing location; yes.

Q Karl, I know you're a near rookie in this field with only 47 years of experience, but from a traffic engineering standpoint, do you find what's before the board tonight to be a reasonable accommodation of a potential eminent domain action, given what's out there today in terms of -- you know, from Crestmont's perspective?

A Yeah. This is certainly the improvement that you would pursue Eagle Rock Avenue. It -- it -- you're -- you're -- Oval Road with the Eagle Rock Avenue is a relatively important intersection. It serves a lot of

homes. It serves the -- the Pleasantdale Chateau, the Paddle Club, so there's public traffic moving along Oval Road aside from the residents that live up there. And then you have the safety of the traffic along Eagle Rock Road.

So this -- you know, all -- everything that's embodied in this improvement, aside from -- well, even relocating the driveway, because it comes in at an odd angle, is basically what I would call a public project. It is a project that, if funding was available, a state agency or -- or a government agency could pursue and would pursue in -- independently.

Q Sir, in my opening statement I said we have a complex problem, with the eminent domain and -- and what's out there now and we're presenting what we believe is a reasonable, common-sense, well-engineered solution. Would you agree with that characterization? Would you care to modify it? You know, I know I'm leading you along here, but could you comment on what I had to say?

A No. I -- I think that statement is accurate and as I -- I said, I'd like to take credit for this, but this pre-dates me. There's been a lot of thinking on this over the years. I just -- it just -- as I took it over, the -- the -- my conclusions and my professional

opinion and my -- my progressing this all come to the same conclusion that the predecessors on this project had. This is what should be done at this location and I'm assuming that is why it is in the settlement agreement.

Q You see it as sort of a -- if there were public funds, it should have been done by the public. It's -- it's, you know, private funding is going to pay for this pursuant to the settlement agreement but you see this as -- as really, you know, in an optimal world, the public should be paying for it but there's an opportunity to have private parties pay for it here.

A Yeah. There -- there are many instances such as this where, you know, you have the needs for these types of improvements but they're low -- low priority. So, you know, the settlement agreement obviously took advantage of the -- the funding source here to progress something that provided a benefit to -- I would say it's more than the -- the town -- more than just the township residents and those residents along Oval Road and Crestmont Country Club, it's the people that use Eagle Rock Road to travel through the region. It is a county facility, it is an arterial and it does provide an important function in the region.

Q Okay. One last thing. You won't mind if I correct you that the -- the private entity, Oval is West Essex Highlands, Inc., not LLC? You're -- you're okay with that correction. Right?

A I -- I will -- I -- yes. That's fine. Yes. Correct.

Q Okay. Just so we have a clean record.

A Clean record. Yes.

MR. SCHKOLNICK: Chairman -- Chairman, thank you for indulging us a little bit on this, but we wanted to, you know, give you the background on -- on what we have in front of the board and in front of the community.

CHAIRMAN BAGOFF: Thank you, Mr. Schkolnick. So what I'm going to do, Mr. -- thank you, is carry you to July 1st, if that's good for both of you guys? Because the hour is late and I'm sure the board has a number of questions, and then the public, and I don't want to keep us here later than we have to, because this is a very important piece of information.

MR. SCHKOLNICK: Chairman, no further public notice?

CHAIRMAN BAGOFF: I'll -- so at the moment --

MAYOR McCARTNEY: No further public notice to July 1. That's our regular meeting.

CHAIRMAN BAGOFF: PB -- PB-26-03, Crestmont Country Club, 750 Eagle Rock Avenue, Block 174, Lot 1.01, zone R-2 will be carried to the July 1st regular planning board meeting at 7:30 p.m. via Zoom. No additional notice will be required. At that time, the board will ask question of Mr. Pehnke and then go to public questions.

MR. SCHKOLNICK: Chairman, we appreciate it. Chairman, we love the allocated time slots, if that's your inclination. On the appli -- this is a -- you appreciate this is a very expensive process. We love the allocation. Because then I don't have to bring all my experts and we can have a sense -- so if you're inclined, we would love for you to continue that.

CHAIRMAN BAGOFF: Ms. -- Ms. McGovern will contact you and will work with you.

MR. SCHKOLNICK: Thank you. We appreciate it.

CHAIRMAN BAGOFF: Thank you very much. Ladies and gentlemen of the board --

THE WITNESS: Thank you.

CHAIRMAN BAGOFF: So the -- the special -- thank you, Mr. Pehnke.

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(Requested presentation concluded.)

CERTIFICATION

I, Sarah Fetz, the assigned transcriber, do hereby certify the foregoing transcript of proceedings, 1:08:09 in duration, is prepared in full compliance with the current transcript format for judicial proceedings and is a true and accurate non-compressed transcript of the proceedings as recorded.

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