

BOROUGH OF WOODCLIFF LAKE
MUNICIPAL BUILDING
PLANNING BOARD
MONDAY, JANUARY 13, 2020
COMMENCING AT 8:05 P.M.

.....
IN THE MATTER OF : TRANSCRIPT
: OF
Tesla, Inc. At the Tice Corner : PROCEEDINGS
Marketplace :
Chestnut Ridge Road :
Block 301/Lot3.01 B-2 Zone :
.....

B E F O R E:

BOROUGH OF WOODCLIFF LAKE PLANNING BOARD

THERE BEING PRESENT:

ROBERT FRIEDBERG, CHAIRMAN

JANE ANN WHITCHURCH-CARLUCCIO, VICE CHAIRWOMAN

CARLOS RENDO, MAYOR (RECUSED)

CORRADO BELGIOVINE, COUNCILMAN

IAN SPELLING, COUNCILMAN

NILUFER DeSCHERER, MEMBER

CHERYL DISPOTO, MEMBER

THOMAS PANSO, MEMBER

JOSEPHINE HIGGINS, MEMBER

BRIAN LaROSE, ALTERNATE MEMBER 1

JENNIFER HOWARD, ALTERNATE MEMBER 2

LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
CERTIFIED COURT REPORTERS
P.O. BOX 505
SADDLE BROOK, NJ 07663-0505
201-641-1812 (201) 843-0515 FAX
LauraACarucciLLC@gmail.com

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

DARIO, ALBERT, METZ & EYERMAN, LLC
BY: BRIAN EYERMAN, ESQUIRE
345 Union Street
Hackensack, New Jersey 07601
Counsel to the Planning Board

PRIME & TUVEL
BY: DUNCAN M. PRIME, ESQUIRE
Two University Plaza, Suite 109
Hackensack, New Jersey 07601
Counsel to the Applicant

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

EVAN JACOBS, Board Engineer

MEG SMITH, Secretary

RICHARD PREISS, Board Planner

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1 CHAIRMAN FRIEDBERG: Okay. So let's
2 move on to Tesla. Are there people here who are
3 going to --

4 MAYOR RENDO: Mr. Chairman, as to
5 Tesla, I am going to recuse myself on that and I'll
6 step off the dais. Just for total disclosure, I own
7 a Tesla.

8 And I had discussions with the owner of
9 the mall concerning Tesla, so it's best for me just
10 to step off.

11 (Whereupon, Mayor Rendo recuses himself
12 and steps off the dais.)

13 MR. PRIME: That's fair.

14 Easel here?

15 CHAIRMAN FRIEDBERG: Yes, please.

16 MR. PRIME: Facing your way?

17 CHAIRMAN FRIEDBERG: Yes, please.

18 Would you state your name --

19 MR. PRIME: Sure.

20 CHAIRMAN FRIEDBERG: -- and the firm
21 you're with?

22 MR. PRIME: Sure.

23 Duncan Prime, from the firm of Prime &
24 Tuvel, on behalf of Tesla, the Applicant tonight.

25 Again, I represent Tesla. We are here

1 with a very simple and straightforward application.
2 We are proposing to install eight charging stations
3 at the Tice's Corner Marketplace, which, for purposes
4 of the record, is located at 441 Chestnut Ridge Road,
5 also known as Block 301.01, Lot 3.01 on your tax map.

6 The application, again, proposes the
7 installation of eight charging stations. Along with
8 the charging stations are some of the ancillary
9 equipment which you'll hear about momentarily; that
10 is: The utility transformer; the electrical switch
11 gear; and the super charger cabinet, itself.

12 As the board's familiar with the site,
13 it's already approved. It's open.

14 We had a parking study done. We
15 believe there is ample room in this parking lot to
16 install these eight charging stations.

17 You will hear from our traffic engineer
18 that the charging stations, as installed, will have
19 little to no impact on the overall site circulation
20 and certainly the site parking.

21 With that introduction, I have two
22 witnesses: I have an engineer from Dewberry; and a
23 traffic engineer, Gary Dean, from the firm of Dolan
24 and Dean to provide testimony.

25 But that is the application in a

1 nutshell. We're proposing no other changes to the
2 Tice's Corner Marketplace whatsoever.

3 The stores, as you see them, will stay
4 the same. It's simply eight charging stations in the
5 far corner area of the parking lot.

6 Dave, I'll have you sworn in. Gary --
7 do you want my witnesses sworn in at the same time,
8 Mr. Chairman?

9 CHAIRMAN FRIEDBERG: Sure. You can do
10 that. Okay.

11 MR. PRIME: Sure.

12 Henry, you want to be sworn in as well?

13 I have a rep from Tesla as well, so
14 I'll have all three of them sworn.

15 MR. EYERMAN: All of you raise your
16 right hand, please.

17 Do you swear or affirm that the
18 testimony you're going to give this board is the
19 truth, the whole truth and nothing but the truth, so
20 help you God?

21 MR. REVETTE: Yes.

22 D A V I D R E V E T T E,

23 600 Parsippany Road, Suite 301, Parsippany, New
24 Jersey, having first been duly sworn, testifies
25 as follows:

1 MR. MISAS: Yes.

2 H E N R Y M I S A S ,

3 3500 Deer Creek Road, Palo Alto, California,
4 having been duly sworn, testifies as follows:

5 MR. DEAN: I do.

6 G A R Y D E A N ,

7 181 High Street, Somerville, New Jersey, having
8 been duly sworn, testifies as follows:

9 MR. PRIME: Dave, we'll start with you.

10 MR. REVETTE: Sure.

11 DIRECT EXAMINATION

12 BY MR. PRIME:

13 Q. Your name and address for the record?

14 A. David Revette, R-E-V-E-T-T-E, from
15 Dewberry Engineers.

16 MR. EYERMAN: Mr. Revette, have you
17 testified before a planning board within the State of
18 New Jersey?

19 THE WITNESS: Yes.

20 MR. EYERMAN: Just quickly give us your
21 qualifications?

22 THE WITNESS: Yes.

23 I have a civil engineering degree from
24 Clark University.

25 I've been designing EV sites as well as

1 other civil engineering sites in the State of New
2 Jersey for the past seven years now.

3 And I've -- as I said, I've testified
4 in front of boards before.

5 MR. EYERMAN: Do you have board
6 certifications or any kind of license?

7 MR. REVETTE: I have a professional --
8 professional engineering license --

9 MR. EYERMAN: In the State of New
10 Jersey?

11 THE WITNESS: -- in New Jersey.
12 Yes.

13 MR. EYERMAN: Currently valid in the
14 State of New Jersey?

15 MR. REVETTE: Yes.

16 MR. EYERMAN: The board will accept you
17 as a qualified engineer --

18 MR. PRIME: Thank you very much.

19 MR. EYERMAN: -- able to testify as a
20 professional engineer.

21 MR. PRIME: Thank you very much.

22 As a matter of housekeeping, I did pass
23 this out, this exhibit.

24 I would mark it A-1, if that's all
25 right, Mr. Eyerman?

1 MR. EYERMAN: Yes.

2 (Whereupon, Photo Simulation is
3 received and marked as Exhibit A-1 for
4 identification.)

5 MR. PRIME: That is a photo simulation.
6 I'll have my engineer explain exactly what it is, but
7 you can see, it's essentially -- for laymen like
8 myself, it's what it's going to actually look like
9 when it's installed, which we find very helpful for
10 -- for the members like yourself.

11 Go ahead, Mr. Revette.

12 THE WITNESS: Yes.

13 So as -- as we stated, the site here
14 along the corner of Chestnut Ridge Road and Tice's
15 Boulevard (indicating), the charging stations,
16 themselves, will be in the northwest corner, in the
17 stalls closest to the road, closest to Chestnut Ridge
18 Road, just, you know, basic aerial here.

19 I will show a more -- a better site
20 plan here.

21 MR. EYERMAN: Is that the plan that was
22 submitted?

23 Are there any changes to that or --

24 THE WITNESS: No. This is the plan
25 that was submitted.

1 MR. PRIME: Mr. Eyerman, would you like
2 to mark that, it's unchanged from what was submitted,
3 but we are displaying it as an exhibit.

4 MR. EYERMAN: Yes.

5 So we'll mark that as A-2.

6 (Whereupon, Site Plan is received and
7 marked as Exhibit A-2 for identification.)

8 MR. PRIME: Yes.

9 THE WITNESS: Showing here Z-3.

10 As discussed, we'll be utilizing eight
11 existing stalls. There'll be power brought in,
12 overhead, to a new utility pole, a new utility
13 transformer (indicating).

14 And then from that point, Tesla's
15 equipment would begin, which involves some electrical
16 equipment, two super-charger cabinets and then eight
17 charge posts which sit centered on those -- on the
18 parking stall, the eight stalls.

19 There will also be bollards in front of
20 the electrical equipment.

21 But, other than that, each -- each
22 stall will have a sign post, a 6-foot-tall red sign
23 which I can show you on sheet Z-5 (indicating).

24 MR. PRIME: We'll mark that A-3?

25 MR. EYERMAN: Please.

1 (Whereupon, Sign Detail is received and
2 marked as Exhibit for A-3 identification.)

3 DIRECT EXAMINATION

4 BY MR. PRIME:

5 Q. This is the sign detail, Mr. Revette.
6 Is that correct?

7 A. Yes.

8 So four -- four of these stalls would
9 be labeled as "Dedicated," and four "Enabled".

10 Dedicated would be sign detail two,
11 which would read "Tesla Vehicle Charging Only," and
12 Enabled would read "Tesla, 60-minute General
13 Parking."

14 Enabled meaning that any customer could
15 park there and use the stall if there was no other
16 open stalls.

17 CHAIRMAN FRIEDBERG: What is the
18 difference between those two stalls?

19 THE WITNESS: So the first sign would
20 be dedicated, second enabled.

21 Dedicated sign, sign meaning Tesla
22 only, you know, vehicles would be able to park there.

23 MR. PRIME: Only someone who's in a
24 Tesla and wants to charge.

25 The other four are for someone who's in

1 a Tesla and wants a charge, or a customer of Tice's
2 Corner Marketplace who's in a regular car, general
3 parking, shared.

4 CHAIRMAN FRIEDBERG: And you're using
5 eight existing spots and replacing it with eight
6 charging spots?

7 THE WITNESS: That's correct.

8 MR. PRIME: Four of which will be open
9 to the general public still?

10 CHAIRMAN FRIEDBERG: Why do you do it
11 that way?

12 MR. PRIME: That's a negotiation
13 between us and the landlord and the property owner.

14 MR. EYERMAN: I'm just going to ask you
15 to repeat that.

16 MR. PRIME: Sure.

17 MR. EYERMAN: So these are -- they're
18 charging stations or regular parking spots.

19 MR. PRIME: There are.

20 MR. EYERMAN: Is that what you're
21 saying?

22 MR. PRIME: They are.

23 Four of them.

24 THE WITNESS: Four of them.

25 MR. PRIME: They all look -- they al

1 look the same, exactly the three. They have the
2 equipment in there. You will see in the photo
3 simulation they're the same, but four general parking
4 can park in there.

5 MR. EYERMAN: Okay.

6 MR. PRIME: And that's something that
7 if it was Tesla's ideal world, we'd have all eight
8 dedicated.

9 Sometimes we have two. Sometimes we
10 have four.

11 And in this case we have four. That's
12 what we negotiated with the property owner.

13 MR. EYERMAN: We can discuss that with
14 one of your other experts you offer.

15 MR. PRIME: Sure. Absolutely.

16 MR. EYERMAN: We will hear that from
17 them.

18 MR. PRIME: Absolutely.

19 MR. EYERMAN: So just stick to the
20 engineering issues.

21 MR. PRIME: Okay.

22 THE WITNESS: Yeah, I mean, really,
23 other than that, the electrical feeders will run
24 underground in the grass area.

25 I guess we could look at Z-4 for a

1 better look at that.

2 I don't know if you want to mark this
3 as well, or it's just all the same?

4 MR. PRIME: No, we'll mark it again.
5 It's A-4.

6 (Whereupon, Equipment Parking Plan is
7 received and marked as Exhibit A-4 for
8 identification.)

9 BY MR. PRIME:

10 Q. And what is this exhibit, Mr. Revette?

11 A. Z-4 equipment parking plan.

12 Q. Equipment parking plan.

13 A. So this would be a grass area where the
14 equipment is located (indicating).

15 There would be some shrubbery and a
16 tree that would have to be removed. And then the
17 electrical conduits would run underground to the
18 charge posts so those wouldn't be seen.

19 MR. PRIME: If there's no questions for
20 our engineer, I'd like to bring up our traffic
21 engineer who provided the parking --

22 CHAIRMAN FRIEDBERG: Excuse me.

23 Are you saying all requirements set by
24 the building department will be met --

25 THE WITNESS: Yes, absolutely.

1 CHAIRMAN FRIEDBERG: They would be met,
2 correct?

3 THE WITNESS: Yes.

4 MR. EYERMAN: PSE&G has to be discussed
5 with the transformer; did you talk to them?

6 THE WITNESS: Yeah.

7 We've already involved the PSE&G
8 design. This is all approved with them.

9 MR. EYERMAN: And they're aware of it
10 and have been aware of it?

11 THE WITNESS: Yes.

12 MR. EYERMAN: Does the county or any
13 other state body have to be aware of it?

14 THE WITNESS: The county here.

15 MR. PRIME: The county, we notified the
16 county. We asked for letters of no interest or
17 waivers from the county when possible.

18 We submitted it here as well.

19 MR. EYERMAN: Okay. Have you received
20 those?

21 MR. PRIME: I'll have to check my file.
22 I believe we have.

23 MS. SMITH: We have a letter from the
24 county.

25 MR. PRIME: Yes.

1 MR. EYERMAN: And you have a letter of
2 non-interest.

3 MR. PRIME: It is, yes. It's a
4 standard letter that we ask for.

5 MR. EYERMAN: I forgot my glasses.
6 Okay.

7 Thank you.

8 MR. PRIME: Thank you.

9 CHAIRMAN FRIEDBERG: Any concerns for
10 our fire department that they have to be aware of
11 with transformers of this size? Any special training
12 that they should have?

13 THE WITNESS: No different than a
14 typical -- it's just a typical electric transformer.

15 CHAIRMAN FRIEDBERG: Typical.

16 THE WITNESS: Yes.

17 CHAIRMAN FRIEDBERG: Okay.

18 MR. EYERMAN: How about the charging
19 stations, themselves; anything the fire department
20 should be aware of in how to deal with them --

21 THE WITNESS: I'll let --

22 MR. EYERMAN: Forgive me, I don't know
23 anything about it.

24 THE WITNESS: Yes.

25 And I'll let the Tesla representative

1 speak to that.

2 MR. PRIME: I will introduce our Tesla
3 representative now instead of Mr. Dean for a couple
4 minutes, just to go over the actual process.

5 MR. EYERMAN: Okay.

6 MR. PRIME: I have him here for that,
7 we might as well use him.

8 CHAIRMAN FRIEDBERG: Yes.

9 THE WITNESS: Thank you.

10 MR. PRIME: Do you want to come up and
11 explain a little bit about how it works.

12 I see the questions going that way, so
13 you might as well.

14 THE COURT REPORTER: Can you state your
15 name, please, for the record and spell it?

16 MR. MISAS: Henry Misas. And it's
17 Henry and then my last name is M-I-S-A-S.

18 DIRECT EXAMINATION

19 BY MR. PRIME:

20 Q. And, Henry, what's your position at
21 Tesla?

22 A. I am an installation manager, which is
23 a project manager for super charging stations.

24 Q. How long have you been with the
25 company?

1 A. About two years.

2 Q. Great.

3 You heard a question from the attorney,
4 I'm sure some of the board members have the same
5 questions about, kind of, how this works.

6 You want to walk them through, very
7 briefly, a high-level view of how this thing
8 operates?

9 A. Sure.

10 So I'll get to your question, but to
11 just give you a sense of how the charging works, a
12 Tesla vehicle parks into these stalls. And there's
13 -- the person driving the car gets out of the car,
14 walks to the charging post, grabs a cable and plugs
15 it into the car.

16 Before that happens, this charging
17 cable doesn't have any energy. It's basically dead,
18 electrically.

19 When the cable -- cable gets plugged
20 into the car, then there is a lot of electrical
21 communication that happens before the cable gets
22 energized.

23 When that happens, charging starts. If
24 any fault or any electrical issue happens, the
25 charging equipment senses that and stops charging the

1 car, and, again, the charging cable becomes "dead."

2 So there's a lot of safety mechanisms
3 that are in place automatically to prevent fires and,
4 you know, things of that nature.

5 MR. EYERMAN: There is no battery
6 backup on the site or anything?

7 THE WITNESS: There is no battery
8 backup.

9 It's all electrically powered by the
10 utility through the transformer and there's safety
11 switches that --

12 COUNCILMAN BELGIOVINE: So the
13 disconnections are on the equipment or on the
14 individual stations?

15 THE WITNESS: There are safety switches
16 on the switch gear and on the charging equipment, not
17 on the charging posts --

18 COUNCILMAN BELGIOVINE: Okay. The --

19 THE WITNESS: -- where the cables.

20 COUNCILMAN BELGIOVINE: The individual
21 stations don't have any disconnect, just --

22 THE WITNESS: Correct.

23 COUNCILMAN BELGIOVINE: -- at the
24 equipment, right.

25 THE WITNESS: Correct.

1 You know, if a fire were to happen, it
2 would be just, like, you know, a fire in -- in a
3 building where the fire department comes in and has
4 to deal with that fire.

5 Very unlikely, so many safety
6 mechanisms in place, but it's basically an electrical
7 piece of equipment.

8 MR. EYERMAN: I am going to ask you a
9 couple questions, you might have to answer.

10 MR. PRIME: Not a problem.

11 MR. EYERMAN: Just answer.

12 So you're going to have four -- I
13 apologize to the board for asking questions, you can
14 always cut me off.

15 You have four parking spots that are
16 going to be dedicated just for the charging, correct?

17 THE WITNESS: There are eight for
18 charging, four dedicated, yes.

19 MR. EYERMAN: Four dedicated. All
20 right, so they're going to be marked as dedicated?

21 MR. PRIME: There are signed
22 differently than the others, yes.

23 MR. EYERMAN: Okay. Who is going to
24 enforce that.

25 MR. PRIME: They're not -- we're not

1 planning to enforce it, meaning if it overflows, it
2 overflows.

3 MR. EYERMAN: It overflows.

4 MR. PRIME: Yes.

5 MR. EYERMAN: So I'm just telling you
6 right now, the police are not going to take care of
7 it.

8 THE WITNESS: It is what it is.

9 MR. EYERMAN: Okay. That's fine. I'm
10 just letting you know. I'm putting it on the record.

11 THE WITNESS: We know people here
12 would, you know, see that and not park there, but...

13 MR. PRIME: They're the most
14 inconvenient spots on the entire site plan.

15 MR. EYERMAN: And I totally get it.

16 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
17 We're just thinking of holiday shopping.

18 MR. PRIME: Of course.

19 THE WITNESS: Right.

20 MR. PRIME: Of course. And it's a
21 discussion we had with the property owner.

22 MR. EYERMAN: It's actually not your
23 property owner that I'm worried about, I'm worried
24 about a non-Tesla owner taking the spot and a Tesla
25 owner calling the police.

1 MR. PRIME: Understood.

2 MR. EYERMAN: And we're going to tell
3 them, not our -- not our problem.

4 MR. PRIME: And we understand that.

5 MR. EYERMAN: Okay.

6 CHAIRMAN FRIEDBERG: I heard it.

7 So does everyone know how this whole
8 thing works?

9 So if you're driving your car from
10 Florida to Maine, you -- and I learned this all
11 today.

12 So if you're going from Florida to
13 Maine, you go on maybe the Tesla website and it tells
14 you where you can stop to charge your car. And it
15 will direct you to Woodcliff Lake.

16 And so you're going to get off 168 and
17 you're -- if you're going to be on the Parkway and
18 get back on at 172.

19 How many super charging stations do you
20 have in this area? You have one in Paramus at the
21 dealership.

22 THE WITNESS: That's the closest one.

23 CHAIRMAN FRIEDBERG: And you don't have
24 any others? You have some pending.

25 MR. PRIME: That's why we're here and

1 we're at other boards just like this trying to get
2 more, but, yes.

3 CHAIRMAN FRIEDBERG: Right. So is
4 pending in Mahwah and I forgot -- Edgewater --

5 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
6 Edgewater.

7 That was my question --

8 CHAIRMAN FRIEDBERG: Right.

9 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
10 Where else in Bergen County.

11 CHAIRMAN FRIEDBERG: So if you're -- a
12 super charging station is different than a charging
13 station.

14 A super charging station will charge
15 your car to 300 miles in a half an hour.

16 MR. PRIME: Is that correct.

17 CHAIRMAN FRIEDBERG: Is that roughly
18 correct.

19 THE WITNESS: Yes, that's roughly.

20 MR. PRIME: Roughly.

21 CHAIRMAN FRIEDBERG: Yes.

22 MR. PRIME: With -- with this
23 technology, this is the latest technology --

24 CHAIRMAN FRIEDBERG: And that's what
25 this is, this is the -- are all --

1 THE WITNESS: The fastest.

2 CHAIRMAN FRIEDBERG: Are all eight of
3 these super chargers?

4 MR. PRIME: Yeah, they are.

5 CHAIRMAN FRIEDBERG: Okay. So anyone
6 going from Florida to Maine, this will be a pit stop
7 to get your -- to get your car charged.

8 MR. PRIME: More importantly --

9 CHAIRMAN FRIEDBERG: So --

10 MR. PRIME: -- you get how much 15
11 minutes, because I believe that -- you get half a
12 charge, is that correct?

13 I think the gentleman here has the
14 right -- it's about 300 miles with this technology in
15 30 minutes or so.

16 CHAIRMAN FRIEDBERG: Right. So there's
17 eight spots.

18 So someone is traveling that distance
19 and it takes a half an hour, then we get into -- and
20 it happens all day long, then we can probably assume
21 64, you know, 100 cars a day, if someone is going to
22 be coming here from out of town.

23 MR. PRIME: That's a lot. That would
24 be really, really nice for us to have that
25 utilization.

1 CHAIRMAN FRIEDBERG: So --

2 MR. EYERMAN: Do you know what numbers
3 are you looking at?

4 THE WITNESS: No, it's typically going
5 to be anywhere between, you know, five to 20 at a
6 very, very peaky day, 20 charge sessions per day.

7 COUNCILMAN BELGIOVINE: That's what
8 you're seeing at the dealership now in Paramus or --

9 THE WITNESS: No, on average, you know,
10 across the board.

11
12 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
13 How do you --

14 MR. EYERMAN: Do you know your numbers
15 at the mall?

16 I'm sorry. If I cut you off.

17 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
18 No, I'm sorry. How do you figure that out.

19 THE WITNESS: We have data from all the
20 vehicles charging.

21 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
22 From where.

23 THE WITNESS: Throughout the U.S.

24 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
25 But not in the area where you're doing --

1 THE WITNESS: Well, the closest one
2 would be Paramus --

3
4 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
5 Okay.

6 THE WITNESS: -- which is a Tesla
7 dealership which has very, very high usage.

8 MR. EYERMAN: How about the one at
9 Paramus mall?

10 THE WITNESS: We don't have super
11 chargers at the mall. We might have the small level
12 two chargers --

13 MR. PRIME: They're not super chargers.

14 THE WITNESS: -- but not this type of
15 fast charging.

16 MR. LaROSE: So how many does Paramus
17 do? That you're dealing with.

18 THE WITNESS: I don't know those number
19 off the top of my head.

20 But, I -- like I was saying, the very
21 sort of highest we could expect, 20 -- 20 charge
22 sessions per day is a pretty big number.

23 MR. PANSO: Per machine or per all
24 eight.

25 THE WITNESS: For all of the eight

1 total.

2 MR. PANSON: For all of the eight.

3 Okay.

4 CHAIRMAN FRIEDBERG: Wow, so it's a big
5 investment that you need to have this in order to
6 sell cars; otherwise, people can't go from Florida to
7 Maine, unless they have a super charging station.

8 Because there's -- the other chargers
9 you get at malls or that we're going to have here in
10 the Muni building will be a charging station that
11 anyone can use, and in one hour you get, I forgot
12 what someone told me, you get five miles.

13 COUNCILMAN BELGIOVINE: No. More than
14 five miles.

15 CHAIRMAN FRIEDBERG: Additional, ten
16 miles maybe.

17 COUNCILMAN BELGIOVINE: More than that.

18 CHAIRMAN FRIEDBERG: Thirty, something.

19 COUNCILMAN BELGIOVINE: You have a
20 super charging station which is 480.

21 CHAIRMAN FRIEDBERG: He told me 30.

22 COUNCILMAN BELGIOVINE: Then you have a
23 220, which people normally install in their house.

24 THE WITNESS: Yes.

25 COUNCILMAN BELGIOVINE: And then you

1 have, like, a regular plug. But the regular plug
2 ones are 110-volt and --

3 CHAIRMAN FRIEDBERG: And you get
4 nothing.

5 COUNCILMAN BELGIOVINE: -- they -- they
6 take 12 hours, I think, for a full charge, right.

7 CHAIRMAN FRIEDBERG: Yep.

8 THE WITNESS: So there's different
9 levels. This is basically the fastest you can get.
10 We try to make it as fast as possible so people, you
11 know, don't have to be having range anxiety that
12 they've run out of battery when they're traveling,
13 when they're just driving around.

14 This is, like, a gas station except
15 that it's, you know, clean and it's in a nice
16 location. And it's in -- it's close to a -- you
17 know, a major highway, so it's, kind of, how we think
18 about this.

19 CHAIRMAN FRIEDBERG: Okay. So when I
20 was thinking about this today I was concerned about
21 the number of cars that would come off the highway,
22 come into our town and leave and cause a lot of
23 traffic on the roads.

24 And then I started thinking about how
25 long it takes and it's really not -- I mean, tops it

1 would be maybe 100 cars, which is -- it's not going
2 to impact any traffic.

3 That's why the traffic -- the traffic
4 report that got done, I don't think it was the
5 traffic report, it was the parking study --

6 MR. PRIME: It was more a parking
7 study, yes.

8 CHAIRMAN FRIEDBERG: It's a parking
9 study, which, in my mind, was meaningless because I
10 think there are eight available spots in that center
11 to dedicate to this.

12 So I was really more concerned about
13 the traffic, which you didn't do a traffic study, and
14 then I said there's not much of an impact on the
15 traffic.

16 MR. PRIME: That's fair.

17 CHAIRMAN FRIEDBERG: So Tesla only
18 wants to put these super charging stations where the
19 customer of the car, if it takes them half an hour,
20 can go get a bite to eat or do some shopping.

21 That's why they chose this location.

22 THE WITNESS: Exactly.

23 CHAIRMAN FRIEDBERG: And so at the end
24 of the day, this will probably be good for the stores
25 there, and it will probably be okay for the residents

1 of Woodcliff Lake.

2 MR. LaROSE: Is any of that documented?
3 Do people literally stay for a while and make use of
4 wherever they are or do they sit in their car for 30
5 minutes and wait.

6 THE WITNESS: So, you know, some people
7 here use Teslas. I've used Teslas. Half of the
8 people that are in the charging station will sit in
9 their car and watch Netflix. The other half will --
10 that's why we have it.

11 The other half is going to go out and
12 grab a burger or whatever.

13 CHAIRMAN FRIEDBERG: Or they could go
14 to the Apple store and get their phone fixed.

15 MR. PRIME: That's right.

16
17 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
18 Exactly.

19 THE WITNESS: It's the same
20 demographic, so...

21 CHAIRMAN FRIEDBERG: So now, you also
22 are precluding the owner of that center from putting
23 any other charging stations in.

24 Is that correct?

25 THE WITNESS: We're not -- you know,

1 that's a rule, we're not exclusive. We encourage
2 other charging providers to put charging.

3 I mean, our deal is with the landowner
4 and it's just for the Tesla. We're not -- we have
5 nothing to do with, say, if they wanted another
6 provider to come in and do something, that's kind of
7 outside of our agreement.

8 CHAIRMAN FRIEDBERG: Okay. So there is
9 no exclusivity --

10 MR. SMITH: No exclusivity.

11 COUNCILMAN BELGIOVINE: And these will
12 be proprietary, only Teslas --

13 THE WITNESS: Yes.

14 COUNCILMAN BELGIOVINE: -- will be able
15 to get the charge here.

16 THE WITNESS: Yes.

17 It's our investment for our customers.

18 COUNCILMAN BELGIOVINE: Right.

19 And the super charging stations are
20 still free for most of the owners, correct?

21 THE WITNESS: Well, most of the cars
22 that are sold today are not free super charging.

23 COUNCILMAN BELGIOVINE: Okay.

24 THE WITNESS: Some are.

25 COUNCILMAN BELGIOVINE: Right.

1 CHAIRMAN FRIEDBERG: My concern was,
2 right now Tesla is probably 90 percent of the
3 electric car market. I don't know, 80, 90?

4 THE WITNESS: It's 70 percent-ish --

5 CHAIRMAN FRIEDBERG: Right.

6 THE WITNESS: -- maybe more.

7 CHAIRMAN FRIEDBERG: And this is only
8 for Teslas.

9 THE WITNESS: Yes.

10 CHAIRMAN FRIEDBERG: And if you did
11 have an exclusive with the center, then I would have
12 been more concerned, but I'm not as concerned because
13 15 years from now Tesla, you know, you won't be
14 70 percent, it will be --

15 COUNCILMAN BELGIOVINE: Fifty.

16 CHAIRMAN FRIEDBERG: -- probably less
17 than 20 is my guess.

18 (Laughter.)

19 CHAIRMAN FRIEDBERG: No, well, because
20 it's a huge market. Every car manufacturer will be
21 making electric cars.

22 MR. PRIME: And at that point, even
23 adapters could -- you never know what could happen,
24 right?

25 CHAIRMAN FRIEDBERG: Right.

1 THE WITNESS: Right.

2 CHAIRMAN FRIEDBERG: Exactly.

3 COUNCILMAN BELGIOVINE: And is there
4 any length of time that you're there for.

5 In other words, if any -- this station
6 lasts how long? Like, is there a life expectancy
7 for, like --

8 THE WITNESS: Yeah.

9 I would say between five and ten years
10 is sort of the expected life. We'll come out with a
11 new technology in five years from now.

12 COUNCILMAN BELGIOVINE: So all -- any
13 upgrade and part of your lease, obviously, is that
14 you're to maintain these.

15 THE WITNESS: Oh, yes.

16 COUNCILMAN BELGIOVINE: It's not the
17 landlord's responsibility --

18 THE WITNESS: Correct.

19 COUNCILMAN BELGIOVINE: -- to maintain
20 them, so if the cord is left on the ground, you know,
21 like, who -- who deals with that?

22 THE WITNESS: Yeah, so something like
23 that, you know, cord fell to the ground, typically a
24 Tesla owner will come in and plug it in.

25 COUNCILMAN BELGIOVINE: Right.

1 THE WITNESS: If we're on the site,
2 because, you know, we do see our sites every once in
3 a while, we'll put it in.

4 If something happens with the cord that
5 starts to malfunction we'll know because it sends a
6 signal to our --

7 COUNCILMAN BELGIOVINE: So there's some
8 sort of maintenance technology built in to the actual
9 device --

10 THE WITNESS: Yeah.

11 COUNCILMAN BELGIOVINE: -- the charging
12 station --

13 THE WITNESS: Yes.

14 COUNCILMAN BELGIOVINE: -- that will
15 alert you for maintenance.

16 THE WITNESS: Yes, correct.

17 MR. PRIME: For better or for worse.

18 MR. EYERMAN: Is there signage to
19 indicate that they should contact Tesla if there's a
20 problem?

21 Again, back to my same point, I don't
22 want people calling town hall saying, hey, the
23 charging station is broke.

24 THE WITNESS: There's no signage on,
25 you know, as far as say "Call Tesla" on the site, but

1 people will -- you know, people that own the cars,
2 they know who to call. They have the, you know,
3 1-800 Tesla number --

4 MR. EYERMAN: Right.

5 THE WITNESS: -- so that's typically how
6 it gets handled.

7 But if something happens that we get
8 notified through our software, we'll send a
9 technician to take care of it.

10 MR. LaROSE: In terms of safety and
11 fire that you had mentioned before, is there a
12 training or paraphernalia the fire department needs
13 to handle, say, a car battery fire versus, you know,
14 I know it's very different than a gasoline or
15 internal combustion engine.

16 So, is our fire department going to be
17 prepared to handle something like that, if that were
18 to happen.

19 THE WITNESS: Yeah.

20 No, that's a really good question.

21 In California, fire departments are way
22 more trained because there's more cars out there.

23 I don't know every jurisdiction in New
24 Jersey, for example, but there's a lot of Teslas in
25 New Jersey.

1 MR. LaROSE: What, I guess, I should
2 say is, is there specific equipment that our fire
3 department should have in order to -- you know, if
4 there were to be an occurrence at that parking lot,
5 to take care of it appropriately?

6 THE WITNESS: Yes, it's -- it's -- with
7 water they can treat the fire, but it's not as easy
8 to say they just spray it with water, there's a way
9 to handle these fires.

10 MR. LaROSE: Well, that's what I mean.

11 So, I mean, who provides that training
12 to the fire department and --

13 THE WITNESS: Yes.

14 So Tesla, for example, we have
15 documentation that's online. And it's widely
16 available. Anybody from any fire department can come
17 in and check it out.

18 MR. PRIME: That is something we can
19 maybe submit directly to the --

20 COUNCILMAN BELGIOVINE: I think they --
21 I think they did, because we dealt with a few on the
22 highway where there have -- like I said, there's a
23 certain protocol. They cut the cables. I don't know
24 exactly what it is, but I think they've run through
25 it.

1 MR. EYERMAN: Through the Chair,
2 November 7, 2019, letter provided by our fire
3 department. They've reviewed and approved the plan
4 submitted.

5 MR. PRIME: Okay.

6 CHAIRMAN FRIEDBERG: So the streetscape
7 is going to change a little bit because these are the
8 eight spots along --

9 THE WITNESS: Yes.

10 CHAIRMAN FRIEDBERG: - Chestnut Ridge
11 Road?

12 THE WITNESS: And you can see it in
13 photo sim.

14 CHAIRMAN FRIEDBERG: Will there be
15 plantings to obscure some of this.

16 THE WITNESS: We have some -- I think,
17 some landscaping.

18 COUNCILMAN SPELLING: Just based on the
19 proposed view, it looks like the -- the charging
20 stations are -- the super charging unit is, but not
21 the actual --

22 MR. REVETTE: There's some shrubbery
23 along the road. It's short, from what I can
24 remember.

25 Yeah, I mean, as you can see in page 5

1 of 5 or 4 of 5, either one, there is some shrubbery
2 and trees along -- along the street there that would.

3 But there would be -- I -- you know,
4 you would be able to see those three.

5 MR. EYERMAN: Yes, I'm talking about
6 the units themselves, are they self-lit in any way?

7 THE WITNESS: They have a small little
8 Tesla on them. It's a red light.

9 MR. EYERMAN: And that red light only
10 faces towards the parking lot?

11 MR. PRIME: Yes.

12 MS. DISPOTO: That was my next
13 question.

14 MR. PRIME: Yes.

15 MR. EYERMAN: So they're only facing
16 toward the parking lot --

17 MR. PRIME: Toward the parking lot,
18 correct.

19 MR. EYERMAN: -- noting towards the
20 other side?

21 COUNCILMAN SPELLING: Are they
22 dual-sided?

23 THE WITNESS: Yes. The charge posts
24 are dual-sided. So you have the Tesla on both sides.

25 MR. EYERMAN: That's lit up.

1 THE WITNESS: It's lit up. It's very
2 faint, though.

3 COUNCILMAN BELGIOVINE: It's just the
4 letters, right.

5 MR. PRIME: It's just the letters.

6 COUNCILMAN BELGIOVINE: It's not like a
7 --

8 THE WITNESS: It's not a strobe light
9 saying Tesla. It's a faint little --

10 MR. PRIME: The sign posts and the sign
11 is inscribed, whether it's a shared parking spot or
12 not are just one-sided, correct? They just face the
13 stall.

14 THE WITNESS: Yes.

15 COUNCILMAN SPELLING: I mean what's --
16 what's faint?

17 THE WITNESS: The signage faces the
18 parking lot.

19 COUNCILMAN SPELLING: I don't want to
20 see the sign...

21 CHAIRMAN FRIEDBERG: Well, we are going
22 to see it from Chestnut Ridge.

23 THE WITNESS: Yes.

24 CHAIRMAN FRIEDBERG: It will be very
25 visible.

1 You can see it in the third picture.

2 THE WITNESS: Yes.

3 MR. PANSO: Well, somebody driving a
4 Tesla would want to see where it is so they can
5 charge their car.

6 I mean, there's some --

7 MR. PRIME: That is a very good
8 argument.

9 CHAIRMAN FRIEDBERG: Yeah, but the car
10 will program itself to go directly there anyhow.

11 MR. PRIME: It provides directions to
12 get there, but it still would be our preference --

13 THE WITNESS: I will second that
14 because when you're driving, you know there's a dot
15 in this mall, but you don't know exactly where the
16 station is, so you see it driving from here
17 (indicating).

18 COUNCILMAN BELGIOVINE: You know it's
19 in the parking lot.

20 THE WITNESS: Yeah.

21 COUNCILMAN BELGIOVINE: Right. So from
22 a mapping point of view, like, to get into the Tice
23 Center, if you're, let's say, traveling north, the
24 Tesla will tell you the right way to get in there so
25 you don't have to try and cross over two lanes of

1 traffic to get in there?

2 THE WITNESS: Well, the dot will be
3 here (indicating), the Google map, so people -- the
4 software will direct you either on this entrance or
5 this entrance (indicating).

6 COUNCILMAN BELGIOVINE: Not to go in
7 the cross road.

8 THE WITNESS: It's definitely not going
9 to tell you to go the wrong way.

10 COUNCILMAN SPELLING: But if anybody
11 wants to, on the board to want anything put in to
12 obscure some of these things, who is that up to?
13 That would be the landlord? That would be...

14 THE WITNESS: Yes, that would be --
15 that would be between -- yes. If you guys require
16 that, for example, we would have to go to the
17 landlord to get that permission.

18 MR. PRIME: For some sort of planting.

19 COUNCILMAN SPELLING: Just to obscure
20 the actual charging stations.

21 It looks like it's pretty well covered,
22 the transformer, the switch gear and the super
23 charger, but the actual stations themselves are, at
24 least based on this proposed view on page 5, are
25 really obvious from the street.

1 THE WITNESS: Yeah, they're visible.
2 They're visible.

3 COUNCILMAN SPELLING: Yes.

4 I mean I don't mind them being there,
5 but I would like them obscured a little bit from the
6 road, maybe, like, a four-foot or five-foot planting.

7 THE WITNESS: Is that because of the --
8 the red Tesla lighting or because --

9 COUNCILMAN SPELLING: Because of bright
10 light.

11 (Simultaneous Speaking.)

12 COUNCILMAN SPELLING: It's a little bit
13 of an eyesore driving down that road.

14 CHAIRMAN FRIEDBERG: Everything.

15 COUNCILMAN SPELLING: But --

16 CHAIRMAN FRIEDBERG: The whole
17 visibility of it.

18 COUNCILMAN SPELLING: Right. So just
19 to obscure it a little. I mean, there's no way to
20 hide it entirely. And I get that it's as far away
21 from the rest of the mall as possible.

22 On the other hand, it's as close to the
23 street as you can possibly get. And I know some
24 people who don't have Teslas probably won't
25 appreciate that.

1 THE WITNESS: Again, if you guys, you
2 know, put that as a requirement, we'd have to go back
3 to the landlord, you know, I don't foresee that being
4 a red flag for them.

5 MR. PRIME: Is it something we can work
6 with -- do you have an engineer or someone we can
7 submit a landscape --

8 MR. EYERMAN: Yes, I mean --

9 MR. PRIME: -- as a condition of
10 approval.

11 MR. EYERMAN: Yes. As a condition of
12 approval --

13 MR. PRIME: Okay.

14 MR. EYERMAN: We would have some sort
15 of planting to camouflage that.

16 COUNCILMAN SPELLING: Am I the only one
17 that feels that way or...

18 CHAIRMAN FRIEDBERG: No, no, I agree.

19 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
20 No, I agree.

21 COUNCILMAN SPELLING: I don't know if
22 you agree with me --

23 CHAIRMAN FRIEDBERG: I agree, so...

24 MR. PRIME: That's certainly fine with
25 the Applicant. We agree to that.

1 CHAIRMAN FRIEDBERG: How -- how tall
2 are these things? Like 5 feet?

3 THE WITNESS: They are about 5 feet,
4 yeah.

5 COUNCILMAN SPELLING: And you said the
6 sign, the red signs are 6 feet, right.

7 THE WITNESS: Well, the -- yeah, the
8 red non-lit signs, yeah.

9 COUNCILMAN SPELLING: Right, right.

10 COUNCILMAN BELGIOVINE: And then what's
11 the space from the curb stop to the sidewalk.

12 Where the charging station is going to
13 rest where you park to the sidewalk.

14 THE WITNESS: From here to here?
15 From the sidewalk on the street?

16 COUNCILMAN BELGIOVINE: From the
17 sidewalk on the street, the street side.

18 MR. PRIME: The other side.

19 COUNCILMAN BELGIOVINE: I think that's
20 the planting area that you have to deal with.

21 THE WITNESS: I think that's about 10,
22 15 feet.

23 MR. REVETTE: Yes. I'm just looking at
24 the plan.

25 Between the curb and the sidewalk would

1 be about 15, 20 feet. I don't know the exact --

2 (Simultaneous Speaking.)

3 COUNCILMAN BELGIOVINE: If you can just
4 throw a hedge --

5 THE WITNESS: Yes.

6 COUNCILMAN SPELLING: Just throw a
7 hedge in there and you can obscure it a little bit, I
8 think that'd be fine.

9 MR. EYERMAN: Something evergreen in
10 nature?

11 MR. REVETTE: I mean, I might just
12 suggest to try to match what's existing.

13 MR. EYERMAN: What is that boxwood.

14 MR. REVETTE: I'm not 100 percent sure,
15 but just to maintain --

16 CHAIRMAN FRIEDBERG: I don't know if a
17 boxwood would go high enough.

18 MR. REVETTE: Yeah, I mean that would
19 probably --

20 MR. PRIME: We're going to match what's
21 there.

22 MR. EYERMAN: Yes.

23 CHAIRMAN FRIEDBERG: Right.
24 Arborvitaes, holly, anything that stays green, put
25 that a lot out there at least 5 feet.

1 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:

2 I think that's a subject for the mall owner.

3 MS. DeSCHERER: It might be subject to
4 the mall owner's consent.

5 CHAIRMAN FRIEDBERG: Yes, yes.

6 MS. DeSCHERER: I think that --

7 CHAIRMAN FRIEDBERG: Well, yes, he has
8 to negotiate it with the mall owner.

9 MR. EYERMAN: Yes. So that's a
10 condition.

11 MR. PRIME: If we're unable to come to
12 an agreement with the mall owner, I don't have to
13 come back.

14 Is there documentation I can provide
15 you? I mean, I -- if they say no. I mean, that's a
16 possibility.

17 They -- you know they like the
18 visibility of the center. I'm sure they don't want
19 it obscured in any way.

20 I'm just thinking out loud.

21 MR. EYERMAN: Yeah, I hear you.

22 MR. PRIME: So --

23 MR. EYERMAN: Let's cross that road
24 when it comes. Do your best.

25 MR. PRIME: Well, I would like to let

1 these guys know that they can go either way, whether
2 we do it or not. I mean, as long as I provide
3 documentation to you that we submitted a letter, we
4 tried, we made our best efforts, I --

5 MR. EYERMAN: I don't know is that
6 going to be enough.

7 CHAIRMAN FRIEDBERG: Yeah, I mean, we
8 just don't want to see these eight red -- red and
9 white, you know, charging stations from the street.
10 It's changing the streetscape a lot.

11 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
12 There are other spaces that are still far set from
13 the actual shopping, itself. Is that something that
14 possibly you --

15 MR. PRIME: That was part of the
16 negotiation that we did. That was part of the
17 negotiation that let us to this.

18 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
19 So these are the only spaces that they will let you
20 use.

21 MR. PRIME: Yes.

22 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
23 Okay.

24 CHAIRMAN FRIEDBERG: These are the
25 spaces that are closest to Wells Fargo, the furthest

1 away from everything.

2 MR. PRIME: I just see a scenario where
3 they already stuck us here and they're not going to
4 want to obscure the center anymore, and I just -- I
5 don't want to --

6 COUNCILMAN SPELLING: I don't think
7 this will obscure. They will like it. It will only
8 be positive for them.

9 CHAIRMAN FRIEDBERG: I don't think this
10 will obscure the center. Because the center is, you
11 know, the buildings are much higher.

12 MR. PRIME: Okay. We'll make an effort
13 there and if we can't, we'll have to come back.

14 CHAIRMAN FRIEDBERG: Yes. Okay.
15 So do you want to go around?

16 MR. EYERMAN: No, we've got to hear
17 from the parking.

18 MR. PRIME: I have a traffic engineer
19 who provided the parking analysis, if you'd like to
20 hear from Mr. Dean.

21 Gary, come on up.

22 DIRECT EXAMINATION

23 BY MR. PRIME:

24 Q. Gary, you were previously sworn and
25 you've testified here before.

1 A. Yes, I have, though many years ago. It
2 was for the A & P flagship store some 20-plus years
3 ago. So I'm dating myself.

4 Q. Could you provide your credentials as
5 well?

6 A. Certainly.

7 I'm a licensed professional engineer in
8 New Jersey. I specialize in traffic engineering and
9 municipal consulting for traffic-related matters.

10 I've appeared, obviously, in this
11 community and probably 400 other different planning
12 and zoning boards throughout the state.

13 And in addition, I am a very early
14 adopter/driver and user of the super charging
15 network, so I can probably answer or give you at
16 least a traffic engineering perspective of how these
17 facilities function and operate.

18 MR. EYERMAN: The board will accept you
19 as an expert in engineering --

20 THE WITNESS: Thank you.

21 MR. EYERMAN: -- and in the area of
22 parking.

23 THE WITNESS: The purpose of the study,
24 as I heard someone mention, is to basically indicate
25 to you that there is abundant parking within the

1 Tice's Corner Marketplace. We studied it. On a busy
2 Saturday afternoon when there were tons of children
3 around, it was a beautiful day in June.

4 We flew a drone, basically it's the
5 easiest way to collect parking data, and then we were
6 back out in September during a typical weekday, you
7 know, post-work, pre-dinner.

8 We have at least 200 empty parking
9 spaces in this center throughout the day.

10 As you have heard, though, these are
11 still parking spaces. They still meet the definition
12 of your ordinance in terms of dimension and the fact
13 that a car can park there. They are -- their
14 reservation of the four spaces I would say is akin to
15 what many supermarkets do where they have signs for
16 expectant mothers or veterans or things of that
17 nature.

18 So recognizing the trend that we're
19 seeing throughout, you have motor-industry certainly
20 with climate change, et cetera, electrification of
21 our automobile fleet is -- is well under way. And
22 this is one means to, you know, not only attract
23 customers to the shopping center, but to accommodate
24 those demands.

25 And these super chargers are being

1 featured in a number of shopping centers, I regularly
2 use, where they are in remote locations, so we keep
3 the prime spaces for, we'll say, customers. I will
4 say that I will concur with the observation that
5 maybe half of the people sit in their car and read
6 or, you know, check e-mail and do things of that
7 nature, but take advantage of the stores.

8 And one of the reasons that Tice's
9 Corner Marketplace is attractive is that you do have
10 certain food establishments, restaurants, that cater
11 to someone who needs 20 minutes to throw a charge in
12 their car if they happen to be a traveler.

13 Most users, such as myself, but other
14 owners either charge at home or charge at their place
15 of work. It's really geared towards certain
16 travelers or again, customers of the center.

17 So in terms of our parking, we did
18 include a couple of charts and graphs for you. I
19 know Mr. Intindola had reviewed our study and I think
20 concurred that there is abundant parking.

21 It displaces less than one percent if
22 all Tesla owners were there and they're not
23 customers. So it's a very, very, very small
24 percentage, 99.4 percent of your parking will still
25 be intact. So it has a de minimis impact. And I

1 think over time as more of the fleets become
2 electrified, just from what I've seen as a Tesla
3 owner, this equipment will -- my prediction is, I
4 don't know this to be a fact, it will ultimately be
5 licensed to other companies. The infrastructure is
6 important.

7 So it does distinguish certain
8 communities and shopping centers as being, you know,
9 somewhat cutting edge.

10 But in terms of its use in traffic
11 impact, you know, the person sitting there for maybe
12 15 or 20 minutes, it's an infrequent turnover. The
13 busiest super charging stations I've seen, candidly,
14 are on the Merit Parkway Thanksgiving weekend. It's
15 a mob scene.

16 So for regular shopping centers when
17 I've used them, I would say half are empty all the
18 time.

19 So that's all I have.

20 MR. PRIME: Thank you, Mr. Dean.

21 That concludes our presentation. I
22 have three witnesses from Tesla here to answer any
23 questions you have. I know we have one letter from
24 Neglia. I believe that was just answered by
25 Mr. Dean.

1 CHAIRMAN FRIEDBERG: Right. Okay.

2 Does anyone have any questions? Any
3 thoughts?

4 MS. HIGGINS: Yes.

5 Do you -- the Tesla cars, do they have
6 cars that are for disabled people? I mean, do we
7 need to make part of that a little wider for somebody
8 who is in a car that's disabled.

9 MR. MISAS: So the charge posts, the
10 cable is within ADA compliant height?

11 MS. HIGGINS: It is?

12 MR. MISAS: So somebody in a wheelchair
13 can come in and grab the cable.

14 The stalls don't really have a clear
15 aisle. It's something we could add.

16 We didn't design it with that, but it's
17 something that gets added if it's a requirement or,
18 you know, if -- yeah, if somebody requires it, like,
19 the landlord or the jurisdiction.

20 Right now we don't have it. It -- I'm
21 not sure if we have space to squeeze it in there. We
22 might have to lose a spot, which, I doubt we would
23 get that approved by the landlord, or we would have
24 to make the stalls smaller, but it's a balance. We
25 take that when it's easy to fit in.

1 CHAIRMAN FRIEDBERG: Yes, the first
2 stall is next to the crossing area.

3 MR. PRIME: Right, we had just pointed
4 that out. Our engineer just pointed that out, yes.

5 MR. MISAS: Yeah, I feel that if we put
6 it closer to here (indicating) --

7 MR. PRIME: It would be back here
8 (indicating).

9 MR. MISAS: I believe there would be a
10 clear...

11 MR. EYERMAN: Yes, you'd have enough
12 room.

13 I think so.

14 MS. HIGGINS: Which four are dedicated,
15 you know, to Tesla only.

16 MR. MISAS: We have it labeled -- not
17 here, we have it labeled in another sheet.

18 Here, honestly, we wouldn't have a
19 preference. We try to make the dedicated ones
20 farther from entrances, but here it doesn't really
21 matter either way. It could go either way.

22 MS. DeSCHERER: I think that's a really
23 good idea.

24 CHAIRMAN FRIEDBERG: What is that?

25 MR. EYERMAN: If they're going to have

1 ADA compliance we can't have the spot. We could
2 dedicate the very first four --

3 CHAIRMAN FRIEDBERG: Right.

4 MR. EYERMAN: -- it allows for that
5 space.

6 COUNCILMAN SPELLING: And is there
7 signage to denote that? Is there a way or just...

8 MR. MISAS: It gets into pretty tricky
9 territory with the code, but I can say --

10 (Simultaneous Speaking.)

11 COUNCILMAN SPELLING: Just so people --
12 people know that's an option.

13 MR. MISAS: We could add something that
14 doesn't say tow-away handicapped that's more the sign
15 for disabled use, just use less. Something not so
16 restrictive.

17 MR. EYERMAN: Again, I run into
18 problems --

19 MR. PRIME: Prefer not to --

20 MR. EYERMAN: -- the opposite of that,
21 I see the problem is that you have someone -- let's
22 say you make those four designated spots.

23 CHAIRMAN FRIEDBERG: Right.

24 MR. EYERMAN: What if somebody who is
25 handicap comes in, the handicap spot is taken by a

1 non-handicap person. Now the handicap person is now
2 calling the police saying the sign -- we indicate
3 that it's for just use.

4 CHAIRMAN FRIEDBERG: Okay.

5 MR. EYERMAN: So I would say that would
6 cause more problems than it would than just saying,
7 listen, we're going to dedicate the very first four
8 and then that space would be available.

9 MR. PANSO: But if you're handicapped
10 you're not going to want to use that space which is
11 half a mile away from the store.

12 MR. EYERMAN: If you're a handicapped
13 person in a Tesla.

14 MR. MISAS: They're all the same length
15 or the same distance from the store.

16 MR. EYERMAN: But it's more about
17 having the space, being able to open the doors.

18 MR. MISAS: Yes, yes.

19 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
20 It's for a disabled person to be able to open the
21 door and charge.

22 MR. MISAS: Understood.

23 And as far as that, I think that's a
24 great idea to put -- to make this one the handicapped
25 stall (indicating). I don't think it matters.

1 MR. EYERMAN: It's not identified, but
2 we could dedicate one, two, three, four --

3 MR. MISAS: Correct.

4 MR. EYERMAN: So you can use it.

5 Yes. I think that's probably something
6 we should do.

7 MR. PRIME: We can do that.

8 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
9 You don't have generators there, right? There's no
10 generator coming for the power.

11 MR. MISAS: There's no generator, no.

12 CHAIRMAN FRIEDBERG: Any other
13 questions?

14 MS. DISPOTO: I've got a question about
15 have you had these super charging stations in these
16 mall locations where there have been traffic backups
17 over, like, peak holidays? Like, I read an article
18 about something in California recently over Christmas
19 where they had massive traffic jam because the road
20 detour of people running out of charges, their
21 Teslas, and they're overflowing into the hotels, and
22 creating sort of a nightmare scenario for the small
23 town that had the super charging station.

24 Can you tell us a little bit about
25 that?

1 MR. MISAS: It's funny, I was there.
2 Yeah, I was there over that peak, that was during
3 Christmas.

4 MS. DISPOTO: How do you avoid that
5 here? This is a small town.

6 MR. MISAS: Well, look, over there they
7 were lucky because they had a huge hotel, a huge
8 space so they could actually back up all the cars.

9 But we had a nightmare scenario there
10 for many reasons. There was a highway closure
11 because of a storm, so the whole traffic for all of
12 California traveling went right there, so it wasn't
13 really meant to happen that way.

14 And we had extra, we had attendants, we
15 had project managers, we had extra charging units
16 with big mobile batteries that came in just to charge
17 more cars. So we were prepared, but because of the,
18 sort of, influx of cars over the holidays that just
19 got really nutty.

20 Here, in this scenario, you know, you
21 have a lot of space in this shopping center, which is
22 the good news. So if you have a line of cars, at
23 least, you know, at least there's a spot to -- or
24 there's space to line them up.

25 But the only way to deal with that is

1 the real way to deal with that is to have more
2 capacity, so, you know, we can't add more spaces
3 because of the landlord here, so we just have to
4 build more capacity. And that's, what -- basically
5 what we're working on.

6 MR. PRIME: You mean at other
7 locations?

8 THE WITNESS: Other locations, other
9 than here.

10 MS. DISPOTO: I'm concerned that
11 because we're the first, we're sort of the only thing
12 --

13 MR. PRIME: There are --

14 MS. DISPOTO: We're still right here --

15 MR. MISAS: So you got --

16 MS. DISPOTO: -- as far the super
17 charging.

18 For example, there isn't one at the
19 Garden State Plaza yet, right at Route 4, right?

20 MR. MISAS: Right.

21 MS. DISPOTO: We don't have one there.
22 You're looking to come here first.

23 MR. MISAS: Right.

24 MS. DISPOTO: In other words, how do
25 you avoid that? Because Chestnut Ridge Road is a

1 two-lane road.

2 So is that just a one off scenario? Is
3 that what you're saying? You're saying that couldn't
4 happen here?

5 MR. MOISAS: That happened during the
6 holiday.

7 MS. DISPOTO: Are you saying you don't
8 think that could happen here?

9 MR. MISAS: It's -- it's pretty hard to
10 predict over the holidays, but, you know, I just
11 don't think that this is -- this is the most
12 trafficked part of New Jersey, people traveling. I
13 just don't see it happening here like that.

14 But to handle that, we're adding more
15 capacity, you know, in more places.

16 So here we're limited to a -- we'll add
17 more stations, other traffic gets directed elsewhere,
18 so that's how, you know, we take care of this
19 congestion.

20 MR. PRIME: And the site is large
21 enough, as you said, to handle some extra cars in a
22 nightmare scenario.

23 MR. MISAS: Yes.

24 So in a nightmare scenario like San
25 Luis Obispo, we were bringing people to help sort of

1 traffic -- or, you know, manage the traffic.

2 Worst case, like I was saying, we bring
3 a mobile unit to handle a really big peak, which,
4 again, I don't think you would get that here.

5 MR. EYERMAN: Is charging 24/7?

6 MR. MISAS: Yes.

7 MR. PANSON: But in a nightmare
8 scenario, as you say, it's usually going to be around
9 some type of a storm, and if we have a storm we're
10 probably going to lose power so that, you know, would
11 not even come into effect.

12 MS. DISPOTO: Well, they had an issue
13 in California last month. That's -- that's what he's
14 talking about.

15 MR. PANSON: Okay.

16 MS. DISPOTO: Where they jammed the
17 whole, you know, town with Teslas and traffic.

18 MR. PANSON: Well --

19 MS. DISPOTO: I'm just -- I'm just
20 throwing it out there. I am just letting you know,
21 because we're on the cutting edge here, Tom, and you
22 know, we're the first, right? The Garden State Plaza
23 doesn't have one of these yet.

24 MR. MISAS: But -- but, again, I was
25 there and I can tell you it was not --

1 CHAIRMAN FRIEDBERG: Garden State Plaza
2 didn't want one.

3 MR. MISAS: I'm sorry?

4 Well, we're trying to do, you know,
5 Paramus mall is one that was mentioned. Like, we're
6 trying to do a lot, but, you know, some fall down --
7 some get cancelled for whatever reason.

8 But we are expanding as much as we can.
9 There is -- besides Paramus, the other big one is
10 West Nyack, and that's 20 stalls.

11 So, you know, where there's a need for
12 it, we add more than eight stalls so --

13 CHAIRMAN FRIEDBERG: When is West Nyack
14 going to be online?

15 MR. MISAS: That's online already. So
16 that's what I'm saying. If -- if there's a big, sort
17 of, influx of traffic, people will get redirected to
18 other stations in the area.

19 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
20 And you have another one already. That was my
21 question. So you had --

22 MR. MISAS: The closest one is Paramus
23 and the next one is West Nyack.

24 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:
25 -- Paramus and West Nyack is the other.

1 MR. MISAS: That's the other one.

2 VICE CHAIRWOMAN WHITCHURCH-CARLUCCIO:

3 And that's a super charging station?

4 THE WITNESS: It's a super charging
5 station.

6 COUNCILMAN SPELLING: That is plenty
7 close. That takes care of that.

8 MR. MISAS: Yes. And when you get to
9 California levels, I can assure you we'll have more
10 capacity in the area.

11 MR. PRIME: And there's technology in
12 each vehicle, Henry, is that correct, that tells the
13 driver that a certain station may be full or there is
14 no availability?

15 MR. MISAS: Yes, so in the -- in the
16 vehicles, the big iPads, they call it, has all the
17 stations and they show how many of these stalls are
18 taken or empty so people, kind of, know where --
19 where they should in a scenario like that.

20 But, again, I was there in San Luis
21 Obispo. It wasn't -- it wasn't a nightmare for the
22 town. The hotel was set up for it. We didn't get
23 any complaints.

24 Actually we got people saying, yes, you
25 know, hey, good job, Elan, for having people here

1 taking care of us.

2 CHAIRMAN FRIEDBERG: Any other
3 questions?

4 (No response.)

5 CHAIRMAN FRIEDBERG: Okay. So we'll
6 take a vote on this.

7 MR. EYERMAN: We're going to close
8 questions.

9 We're going to open to the public.

10 CHAIRMAN FRIEDBERG: Close questions,
11 open to the public.

12 (No response.)

13 CHAIRMAN FRIEDBERG: No one from the
14 public is here. We're going to close to the public.

15 MR. EYERMAN: Comments from the board?

16 CHAIRMAN FRIEDBERG: Any comments from
17 anyone?

18 Any thoughts?

19 COUNCILMAN BELGIOVINE: They answered
20 most of our questions.

21 VICE CHAIRWOMAN WHITCHURCH CARLUCCIO:
22 Yes. They answered everything.

23 MR. PRIME: Thank you.

24 CHAIRMAN FRIEDBERG: Call for a motion?
25 So we're going to -- well, call for a motion.

1 COUNCILMAN SPELLING: So motion --

2 COUNCILMAN BELGIOVINE: Just to
3 clarify, the motion is a motion to approve with the
4 hedges.

5 CHAIRMAN FRIEDBERG: Five feet in
6 height, which would match the height of the charging
7 stations.

8 COUNCILMAN BELGIOVINE: Sure.

9 MR. EYERMAN: Okay. Is that agreed?

10 CHAIRMAN FRIEDBERG: Okay.

11 COUNCILMAN BELGIOVINE: Yep.

12 MS. DESCHERER: And there's not going
13 to be an official spot, the four over there are going
14 to be dedicated --

15 MR. EYERMAN: Dedicated the first.

16 MS. DESCHERER: -- if someone wanted
17 that space.

18 CHAIRMAN FRIEDBERG: Okay.

19 MR. EYERMAN: We understand what we're
20 doing.

21 CHAIRMAN FRIEDBERG: We have a second.

22 COUNCILMAN SPELLING: Second.

23 CHAIRMAN FRIEDBERG: May I have a
24 motion.

25 MR. EYERMAN: Motion, you second, vice

1 versa.

2 CHAIRMAN FRIEDBERG: Okay. Roll call.

3 MS. SMITH: Mr. Belgiovine?

4 COUNCILMAN BELGIOVINE: Aye.

5 MS. SMITH: Vice Chair Whitchurch

6 Carluccio?

7 VICE CHAIRWOMAN WHITCHURCH CARLUCCIO:

8 Aye.

9 MS. SMITH: Ms. DeScherer?

10 MS. DeSCHERER: Aye.

11 MS. SMITH: Ms. Dispoto?

12 MS. DISPOTO: Yes.

13 MS. SMITH: Ms. Higgins?

14 MS. HIGGINS: Yes.

15 MS. SMITH: Mr. Panso?

16 MR. PANSO: Aye.

17 MS. SMITH: Councilman Spelling?

18 COUNCILMAN SPELLING: Yes.

19 MS. SMITH: Mr. LaRose?

20 MR. LaROSE: Yes.

21 MS. SMITH: And Chairman Friedberg?

22 CHAIRMAN FRIEDBERG: Yes.

23 MR. PRIME: Thank you very much,

24 Mr. Chairman.

25 Thank you.

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CHAIRMAN FRIEDBERG: Thank you.

(Whereupon, this hearing is concluded.

Time noted: 9:05 p.m.)

C E R T I F I C A T E

I, LAURA A. CARUCCI, C.C.R., R.P.R., a Notary Public of the State of New Jersey, Notary ID. #50094914, Certified Court Reporter of the State of New Jersey, and a Registered Professional Reporter, hereby certify that the foregoing is a verbatim record of the testimony provided under oath before any court, referee, board, commission or other body created by statute of the State of New Jersey.

I am not related to the parties involved in this action; I have no financial interest, nor am I related to an agent of or employed by anyone with a financial interest in the outcome of this action.

This transcript complies with regulation 13:43-5.9 of the New Jersey Administrative Code.



LAURA A. CARUCCI, C.C.R., R.P.R.
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Expiration Date December 3, 2023

Dated: January 30, 2020