

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

BOROUGH OF GARWOOD
PLANNING BOARD
REGULAR MEETING
403 South Ave
Garwood, New Jersey 07027
Wednesday, January 31st, 2018
Commencing at 7:36 p.m.

STENOGRAPHIC
TRANSCRIPT OF
PROCEEDINGS

- - - - -X

IN RE: :
South Ave Urban Renewal, LLC :
: :
Applicant. :
: :
Applicant is seeking preliminary :
and final site plan approval for :
a project which proposes to :
demolish the vacant former :
industrial buildings, remediate :
and redevelop the subject :
property with approximately :
396,000 gross SF mixed use :
building.

- - - - -X

B E F O R E :
STEPHEN GREET, Chairman
KATHY VILLAGGIO, Vice-Chair
MAYOR CHARLES LOMBARDO
WILLIAM NIERSTEDT
JOSEPH SARNO, Councilman
PAUL TARANTINO
GENE JANNOTTI
MICHAEL VENA
STEVE NAPOLITANO
JOHN MALCOLM
DENISE RIDENTE
DONALD R. FRASER, JR., ESQ. Board Attorney
VICTOR VINEGRA, Board Engineer
LEE D. KLEIN, Board Traffic Engineer
ADELE C. LEWIS, Board Secretary

TRANSCRIBED BY AND BEFORE :
Patricia Pucciarello, Professional Court Reporter,
and Notary Public of the State of New Jersey
Job No. NJ2793508

Page 2

1 APPEARANCES:
 2
 3 **RUSSO DEVELOPMENT**
 4 Counsel for Applicant
 5 South Ave Urban Renewal, LLC
 6 570 Commerce Boulevard
 7 Carlstadt, New Jersey 07072
 8
 9 **BY: CHRISTOPHER H. MINKS, ESQ.**
 10 201-487-5657
 11 cminks@russodevelopment.com
 12
 13
 14
 15
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25

Page 4

1 (On record at 7:36 p.m.)
 2 **CHAIRMAN GREET:** At this time, we
 3 will proceed. Let's give -- we have a couple board
 4 members that may be coming a little late and I'd
 5 like to give them the opportunity to get here, so
 6 we'll have a recess for that amount of time.
 7 (Short recess held.)
 8 **CHAIRMAN GREET:** Okay. We have
 9 Application No. PB17-06 9 South Ave Urban Renewal
 10 LLC, it's a continuation.
 11 **MR. FRASER:** First I'd like the
 12 record to reflect that Mr. Nierstedt is now here.
 13 **MR. NIERSTEDT:** Thank you, everyone.
 14 Thank you very, very much.
 15 **MR. FRASER:** So I'm noting seriously
 16 for the record that we did hold the hearing. We
 17 held the hearing because we didn't want there to be
 18 an issue for your ability to vote.
 19 **MR. NIERSTEDT:** I appreciate that
 20 from everyone.
 21 **CHAIRMAN GREET:** How are you,
 22 Mr. Minks?
 23 **MR. MINKS:** Good evening. I don't
 24 know if I'm okay tonight. I don't know if I'm okay
 25 any night, but I'll do my best. Thank you very

Page 3

1 **I N D E X:**
 2 **APPLICANT'S EXPERTS:** **PAGE**
 3 Charles Olivo 7
 4
 5
 6
 7
 8 **E X H I B I T S:**
 9 **APPLICANT'S DESCRIPTION** **PAGE**
 10 A-8 Revised site plan valet parking 27
 lane CSK1, January 31st, 2018
 11
 12
 13
 14
 15 (Exhibits retained.)
 16
 17
 18
 19
 20
 21
 22
 23
 24
 25

Page 5

1 much.
 2 Christopher Minks, general counsel
 3 with Russo Development appearing again on behalf of
 4 South Ave Urban Renewal, LLC, the designated
 5 redeveloper of the South Ave, what we are
 6 affectionally calling South Ave I redevelopment
 7 property of the former Casale and Petro sites.
 8 As you know, tonight we intend and we
 9 will be presenting Chuck Olivo who is the principal
 10 of Stonefield Engineering who is our traffic and
 11 parking expert. Mr. Olivo prepared a couple of
 12 traffic impact studies that were delivered to the
 13 board and shared with Klein Traffic Consulting the
 14 borough's traffic engineer in this matter, as well
 15 as Mr. Vinegra.
 16 In addition to Mr. Olivo, we're going
 17 to present, time permitting we're going to present
 18 the brief testimony from our planner, Diego Santos.
 19 Mr. Santos is also an employee of Russo Development
 20 as a planner and engineer and he'll provide the
 21 requisite planning testimony with respect to our
 22 compliance with the redevelopment plan and
 23 satisfaction of the requisite criteria for approval.
 24 That will be my final witness, my final witness that
 25 I intend to call. And again, time permitting and if

Page 6

1 I keep my mouth shut as much as I can today, we'll
 2 get there.
 3 One housekeeping item just to clean
 4 up, I did have some back and forth in an e-mail
 5 correspondence with Mr. Klein and Mr. Vinegra today
 6 it was not related to a planning board matter, it
 7 was more related to a borough council matter because
 8 there was some confusion and there was a publication
 9 of two forms of the redevelopment plan on the
 10 borough website. And in fact, Mr. Klein in one of
 11 his reports while I was preparing with my traffic
 12 expert for today's testimony, we discovered that
 13 there were some references to some of the draft
 14 report that innocently, Mr. Klein was absolutely
 15 innocent in it because it was confusing if you
 16 looked through those two reports. So I sent in the
 17 appropriate report as well as the ordinance adopting
 18 it and alerted him to that fact, because we
 19 certainly didn't want to create a surprise or use it
 20 as an advantage to try to undermine his report.
 21 Fortunately, it dealt with the gross
 22 number of minimum parking space requirements that he
 23 had referenced in his report was inaccurate, but
 24 he's now alerted to the accurate minimum required
 25 parking of 469 spaces, and my expert will testify as

Page 7

1 to our compliance with that requirement and then the
 2 operational efficiencies of our parking.
 3 So with that, I would like to call
 4 Charles Olivo from Stonefield Engineering.
 5 (Witness sworn.)
 6 MR. FRASER: Please state and spell
 7 your name and give your address for the record.
 8 MR. OLIVO: Certainly. Good evening,
 9 members of the board. My name is Charles Olivo,
 10 O-l-i-v, as in Victor, O.
 11 MR. FRASER: And your address, sir?
 12 MR. OLIVO: 92 Park Avenue,
 13 Rutherford, New Jersey Stonefield Engineering and
 14 Design.
 15 MR. FRASER: Your witness, Mr. Minks.
 16 MR. MINKS: Thank you, sir.
 17 EXAMINATION BY MR. MINKS:
 18 Q. Mr. Olivo, if you could give the
 19 board the benefit of your professional experience
 20 and licensure, if any, and the certifications that
 21 you hold and your education as a professional
 22 traffic engineer?
 23 A. Yes, I have a bachelor of science in
 24 the field of civil engineering from the University
 25 of Notre Dame. I'm a licensed professional engineer

Page 8

1 in the State of New Jersey. I hold licensure
 2 throughout the East Coast from Maine to Florida
 3 where I've worked on hundreds of traffic impact
 4 studies, somewhere in the order of 30 to 40
 5 mixed-used development projects similar to the
 6 application before the board this evening.
 7 I'm a certified professional traffic
 8 operations engineer certified by the Institute of
 9 Transportation Engineers. I've been qualified
 10 before approximately 130 to 140 municipalities in
 11 the State of New Jersey. I serve as a consultant to
 12 various municipalities as their traffic consultant
 13 and I've served as a consultant to the New Jersey
 14 Department of Transportation as well.
 15 MR. MINKS: So Mr. Olivo is obviously
 16 an underachiever, but not withstanding that, I would
 17 move to have him qualified and accepted by the board
 18 as a traffic engineer.
 19 MR. FRASER: All licenses are
 20 current, Mr. Olivo?
 21 MR. OLIVO: Yes.
 22 MR. FRASER: Mr. Chairman, I
 23 recommend Mr. Olivo be recognized and accepted by
 24 the board as expert in traffic engineering.
 25 CHAIRMAN GREET: I accept him.

Page 9

1 MR. FRASER: Thank you, Mr. Chairman.
 2 MR. MINKS: Thank you, sir.
 3 BY MR. MINKS:
 4 Q. Now, you prepared -- you were engaged
 5 by the applicant in this matter. Correct?
 6 A. Yes.
 7 Q. We've worked together on many
 8 projects, many similar projects?
 9 A. Correct.
 10 Q. And accordingly, you're familiar with
 11 the site and the project and the current site plan
 12 application that's before the board?
 13 A. Yes, we've been working on the
 14 project for about three years.
 15 Q. And to that, you prepared a couple of
 16 TIS, traffic impact studies --
 17 A. Yes.
 18 Q. -- with regard to the site which
 19 includes traffic and parking analyses?
 20 A. Correct.
 21 Q. And those were submitted to the board
 22 and the board experts. Correct?
 23 A. That is correct, yes.
 24 Q. So we have your report of July 18th,
 25 2017, which was the initial TIS?

Page 10

1 A. Yes.

2 Q. Then in addition you made submissions

3 to the county, because we've had the parallel

4 application that you've worked on with the county.

5 You then also updated that TIS dated January 19th of

6 this year, of 2018?

7 A. That is correct, yes.

8 Q. And in addition you prepared a

9 comprehensive reply to the written review and report

10 that was prepared by Lee Klein of Klein Traffic

11 Consulting. Correct?

12 A. Yes.

13 Q. Obviously then you're familiar with

14 Mr. Klein's reports on his review of the application

15 dated December 8th, 2017?

16 A. Yes, I am.

17 Q. And there were actually two letters,

18 one was a letter that included some parking data

19 analysis that you did?

20 A. They did, yes.

21 Q. And the other was his review of the

22 application?

23 A. Correct.

24 Q. If you could. I mean, I know that

25 your report --

Page 11

1 MR. FRASER: Excuse me, if I might,

2 Mr. Minks. I'd like record to reflect that Mr. Gene

3 Jannotti just arrived at the meeting and the only

4 testimony that has really been put forth at this

5 moment is the qualifications of the traffic

6 engineer.

7 MR. MINKS: Correct.

8 MR. FRASER: And we have qualified

9 the traffic engineer as an expert, so I don't think

10 that's really going to be relevant to the question

11 of Mr. Jannotti participating.

12 MR. MINKS: If Mr. Jannotti and board

13 counsel require, I could certainly ask Mr. Olivo --

14 MR. FRASER: I'm just thinking as a

15 matter of procedure, Mr. Minks.

16 MR. MINKS: I could just ask him his

17 familiarity with the project again and then a couple

18 of questions.

19 MR. FRASER: Right. We haven't

20 missed anything yet. Why don't we just restate what

21 we've done so that Mr. Jannotti can hear that and we

22 don't have a question out there.

23 MR. MINKS: I have no problem with

24 that. So redo and I won't make the wisecrack this

25 time.

Page 12

1 BY MR. MINKS:

2 Q. If you could give the board the

3 benefit of your education and experience so they

4 could re-qualify you for the benefit of Mr. Jannotti

5 who is a seated board member who had missed your

6 first round?

7 A. Yes. I have a bachelor of science in

8 the field of civil engineering from the University

9 of Notre Dame. I'm a licensed, professional

10 engineer in the State of New Jersey. I also hold

11 licensure throughout the East Coast. I've worked on

12 hundreds of traffic impact studies over that time

13 and I have worked on somewhere around 30 to 40

14 mixed-use development projects similar to the

15 project that's before the board this evening.

16 I'm a certified professional traffic

17 operations engineer certified by the Institute of

18 Transportation Engineers. I'm been qualified before

19 approximately 130 municipalities in the State of New

20 Jersey, and I served as a consultant to various

21 municipalities in the capacity of a traffic

22 consultant and the same with the Department of

23 Transportation.

24 Q. And your licenses are all in good

25 standing?

Page 13

1 A. They are, yes.

2 Q. You've got to add that to the --

3 A. Yes, that's correct.

4 MR. FRASER: At which point,

5 Mr. Jannotti, I recommended to the Chair that

6 Mr. Olivo be accepted as an expert in the field of

7 traffic engineer and he was, in fact, so qualified.

8 MR. JANNOTTI: Thank you very much.

9 I appreciate the indulgence of the planning board to

10 allow that to happen. Thank you.

11 MR. MINKS: Thank you, Mr. Fraser.

12 BY MR. MINKS:

13 Q. So again, you were engaged by the

14 applicant in this matter to serve as a traffic and

15 parking consultant and expert for tonight's purposes

16 in the site plan application. Correct?

17 A. Yes, correct.

18 Q. And accordingly, you're familiar with

19 the site, you're familiar with the subject

20 application, and you're also familiar with the

21 review letter of that application dated

22 December 8th, 2017, that was prepared by Klein

23 Traffic Consulting and Mr. Lee Klein, the borough's

24 traffic engineer. Correct?

25 A. Yes, I am.

Page 14

1 Q. And in response to that, you
 2 initially prepared a report, a traffic impact study
 3 dated July 18th, 2017. Correct?
 4 A. Yes.
 5 Q. And then in response to Mr. Klein's
 6 report of December 8th, you prepared a reply also
 7 dated July 19th, 2018?
 8 MR. KLEIN: January.
 9 MR. MINKS: I'm sorry, Mr. Klein.
 10 BY MR. MINKS:
 11 Q. January 19th, 2018. Correct?
 12 A. That is correct.
 13 Q. And in addition, on January 19th,
 14 2018, you prepared an updated traffic impact study?
 15 A. Yes.
 16 Q. And the reports that you reviewed
 17 from Mr. Klein's office were actually, there were
 18 two letters both dated December 8th. Correct?
 19 A. Yes.
 20 Q. And one letter was a review of the
 21 site plan application with commentary, and the other
 22 was a letter directed to Victor Vinegra, the borough
 23 engineer or the board engineer, with some parking
 24 analyses. Correct?
 25 A. Yes.

Page 15

1 Q. Okay. During the course of your
 2 testimony, although I know you did address them
 3 directly in your January 19th, 2018, reply to
 4 Mr. Klein, if you could identify certain of the
 5 conclusions and recommendation made by Mr. Klein in
 6 his review letter and in his parking analyses letter
 7 either refuting them or qualifying his conclusions
 8 and/or addressing some of his recommendations, I
 9 would appreciate that so that we could kind of
 10 streamline the process and address that letter
 11 throughout your testimony.
 12 A. Absolutely.
 13 Q. Okay. So with that, if you could
 14 give the board, you know, a general overview of the
 15 services you performed and then provide your
 16 testimony as to your analyses, I guess you'll start
 17 with traffic perhaps?
 18 A. Yes.
 19 Q. So let's start with traffic and give
 20 the benefit of your conclusions and the support for
 21 those conclusions.
 22 A. Absolutely. Well, when we're engaged
 23 to conduct a traffic study for a project such as
 24 this, we always start with an inventory of the
 25 existing roadway conditions. We want to understand

Page 16

1 the roadway conditions, the way that the networks
 2 operate, your major arterial roadways as well as
 3 your more local borough streets, and certainly we
 4 look along the frontage of the site and look at
 5 where those roads connect to other significant
 6 conveyors of traffic throughout the grid network of
 7 the street network that we're located within.
 8 Now, at this particular site, and I'm
 9 referring to what I believe has been submitted to
 10 the board A0.2, which is an aerial map prepared by
 11 Russo Development, and this an aerial image of the
 12 site in question.
 13 MR. MINKS: Chuck, if I could
 14 interrupt one second.
 15 The board that Mr. Olivo is referring
 16 to labeled A0.2 and that is actually Sheet 0.2 from
 17 what has been previously marked Exhibit A-1 and that
 18 remains unchanged from that previously marked page
 19 within that bundled exhibit.
 20 BY MR. MINKS:
 21 Q. Go ahead.
 22 A. Absolutely. When we're looking at
 23 the aerial exhibit, north is pointed towards the top
 24 of the page. So outlined in red is our site. The
 25 site is approximately 180,000 square feet of

Page 17

1 industrial use. This was a site that was once in
 2 operation certainly with traffic coming in and out
 3 of it on a daily basis, now under existing
 4 conditions, that is not the case in terms of traffic
 5 moving to and from the property.
 6 But as I mentioned, we're looking at
 7 also the roadways that surround the site, the rail
 8 line, sidewalks, pedestrian infrastructure, bus,
 9 transit and all the different types of modes of
 10 transportation that travel throughout this network.
 11 And here we're located in what the Department of
 12 Transportation and other jurisdictional agencies
 13 recognize as a transit-oriented area. You're served
 14 by 113 Bus which is located on North Avenue, the 59
 15 Bus as well on North and South. You have the NJ
 16 Transit station on either side of the rail line that
 17 you have here which services passengers on a daily
 18 basis. And then of course you have your motor
 19 vehicle, excuse me, motor vehicle network and
 20 pedestrian network as well.
 21 So we canvassed the area and we
 22 conducted traffic counts under an existing condition
 23 to understand the amount of traffic that flows
 24 through this network today. And we're, generally
 25 speaking, we're looking at the closest signalized

Page 18

1 intersections to the subject property, Center Street
 2 and South Avenue. And then approximately 650 feet
 3 to the north we counted the intersection of North
 4 Avenue and Center Street and Walnut because we
 5 recognize that the traffic that flows to and from
 6 the proposed site, the mixed-use development would
 7 likely travel concentratedly through these two
 8 intersections, and we counted those intersections
 9 during what we classify as the peak conditions or
 10 the peak hours.

11 So during a typical weekday we would
 12 count between 7 a.m. and 9 a.m., that is your
 13 typical commuter rush, that's when you have your
 14 journey to work, you're essentially leaving your
 15 house and then continuing on to your ultimate
 16 destination whether it be academic in nature,
 17 office, those are some examples of commuter-based
 18 traffic.

19 We then also look at the afternoon or
 20 the evening peak hour, the next commuter rush period
 21 from 4 p.m. to 7 p.m. during a typical weekday. And
 22 for that particular use because we have mixed use,
 23 we have a leasing office, a retail element of
 24 approximately 19,000 square feet, and then also the
 25 298 residential units, we recognize that the

Page 19

1 mixed-use project that we have here would likely see
 2 its peaks, generator peaks, during the morning, the
 3 afternoon during the weekday, and also the Saturdays
 4 midday period.

5 So when we conduct an assessment of
 6 the existing conditions, what we want to understand
 7 is the base condition without the project being
 8 redeveloped.

9 Now, technically speaking, when you
 10 have previously a use on site that could be
 11 repopulated or reoccupied by the use that was
 12 previously there, there are some cases where we
 13 would take a credit for that; we would repopulate
 14 the 180,000 square feet and change, and we would say
 15 that this was permitted at some time, there was
 16 traffic moving to and from the property, and so that
 17 technically speaking, it could be reoccupied with
 18 travel through the network, but we haven't done that
 19 here.

20 We have within the traffic impact
 21 study conducted a comparison of what the trips would
 22 be generated by our project versus that
 23 approximately 180,000 square feet of industrial use.
 24 And generally speaking, during the weekday they're
 25 very close and comparable in terms of the amount of

Page 20

1 traffic in and out, except the reverse.
 2 In the morning for a largely
 3 residential project, you would expect most of your
 4 traffic to be leaving the site, whereas an
 5 industrial user would have most of its traffic
 6 entering the site and then you reverse that during
 7 the weekday evening peak hour. Saturday is where
 8 this particular redevelopment project would have
 9 more traffic than we would associate with the
 10 repopulation of the existing use that you have on
 11 the site. But again, as I've mentioned, we've taken
 12 no credit for that within the proposed condition.
 13 So we start with that existing base condition, we
 14 conducted our count some time ago and we grew those
 15 volumes to be a present-day value.

16 South Avenue carries about 15,000
 17 vehicles on a daily basis, North slightly higher.
 18 South Avenue is under the jurisdiction of the county
 19 and North is under the jurisdiction of the DOT, but
 20 both of these roads running parallel, east, west in
 21 this area are major arterial roadways that I'm sure
 22 most of us in this room would utilize on a daily
 23 basis for regional mobility. When we want to travel
 24 whether it's to the Parkway, Route 22, generally
 25 speaking you're using these east-west arteries to

Page 21

1 conduct the majority of that travel time. So that
 2 is why we focus the majority of the study on those
 3 roadways.

4 We also look to review and assess the
 5 driveway operation, and I'll get into what's being
 6 proposed as part of the operation of this site
 7 because that has been slightly modified from the
 8 original plan that was put before the board.

9 Generally speaking, we're looking at
 10 access to and from the property all along South
 11 Avenue. So we fast forward to a future condition
 12 without the project built and we add in growth for
 13 adjacent redevelopment projects and growth,
 14 population growth that we would expect the traffic
 15 to continue to increase in this area, and that is
 16 called no-build future condition. And from there,
 17 we then look at that as a base in the future should
 18 the project not be redeveloped in the fashion that I
 19 previously mentioned; 298 residential units, the
 20 leasing office and the retail element, and we then
 21 compare that to what we call a build condition. And
 22 that build condition is looking at the traffic
 23 volumes within the roadway network that are
 24 associated with the no-builds without us, and then
 25 we add our traffic associated with the redevelopment

Page 22

1 project into -- we see the network and we
 2 essentially convey it through the various
 3 intersections that we study.
 4 Now, this site is a redevelopment
 5 site and what I would classify generally speaking as
 6 a downtown transit-oriented area because it is
 7 extremely close, two to three-minute walk from what
 8 I would call two very viable and excellent sources
 9 of public transit. Not all communities within New
 10 Jersey have this type of accessibility to either
 11 train or bus lines that provide direct access to
 12 areas that are serious destinations, destinations of
 13 commerce, certainly retail and other types of uses.
 14 And so, this project by virtue of
 15 where its located has the opportunity to create more
 16 synergy with the area that is not motor-vehicle
 17 based; and by that I mean, if you were to redevelop
 18 the site in the manner which we have proposed, you
 19 have the ability to increase pedestrian traffic, the
 20 use of public transit because of its close proximity
 21 to the site itself. So the location of the site and
 22 the manner in which the site is being redeveloped
 23 tends to be a traffic mitigator, a motor vehicle
 24 mitigator because you can walk to various different
 25 type of modes of transportation rather than having

Page 23

1 to rely on a personal or single-occupancy vehicle.
 2 And the state, counties, municipalities throughout
 3 New Jersey have all encouraged this type of
 4 redevelopment to encourage different modes of
 5 transportation use because we recognize that
 6 automobiles during peak hours, during those rush
 7 periods, may have long wait times at signals and may
 8 come into contact with traffic congestion or
 9 constraints within the roadway network. So this is
 10 exactly the type of project that you would ask for
 11 in this type of community because of the close
 12 relationship to bus, public transit and walkable
 13 destinations.
 14 We look at the trip generation of the
 15 three various land uses that are being proposed; the
 16 residential primarily, the retail, the office. And
 17 we expect a synergy between those three. By that I
 18 mean that someone who lives in the residential
 19 portion of the site could be a patron of retail and
 20 that allows for the capture of traffic without
 21 having to create redundant trips to and from the
 22 site and to and from the roadway at night.
 23 What we found over, I would say the
 24 last five years in working with Russo Development
 25 primarily and other mixed-use residential developers

Page 24

1 within areas of train stations, transit-oriented
 2 development projects is after the projects are built
 3 we go back to count them, both parking and traffic,
 4 they are very low in terms of the trip generation
 5 values as you compare them to the Institute of
 6 Transportation Engineers.
 7 The Institute of Transportation
 8 Engineers puts forth a trip-generation manual, and
 9 it states that a project of 298 residential units
 10 would be expected to generate a certain amount of
 11 automobiles in and out of the site. But when you
 12 put these sites next to train stations in walkable
 13 areas, we find that the trip generation is much
 14 reduced from what even the ITE would estimate or
 15 project.
 16 We've seen levels of reduction of 50
 17 to 60 percent compared to what the ITE numbers are.
 18 We have not taken those credits here. We've taken a
 19 very modest credit for public transit usage within
 20 the traffic impact study and we've also looked at
 21 the retail component and the office component and
 22 seated the network again with very small reductions
 23 for public transit usage for those uses.
 24 Q. And Chuck, in Mr. Klein's report in
 25 his review of the traffic impact study of

Page 25

1 December 8th, he noted that we did not take a credit
 2 for the prior existing impact and the existing
 3 volume of traffic?
 4 A. That's correct.
 5 Q. And I believe he considers that a
 6 conservative approach, is that -- you concur with
 7 that?
 8 A. I do.
 9 Q. And ordinarily, there would be some
 10 available credit that we could apply or at least
 11 argue that should be considered whenever a new use
 12 is being proposed for the development of the site.
 13 Is that correct?
 14 A. That is correct. It is very common
 15 within the industry to take credit for the
 16 preexisting once-operating --
 17 Q. But we are not relying on an order.
 18 We believe that the data that you've collected
 19 requires us to seek any such credit. Is that
 20 correct?
 21 A. That is correct.
 22 Q. And the credit that we have sought in
 23 Mr. Klein's report, he indicated that he considers
 24 it conservative and acceptable. Do you recall that
 25 statement?

Page 26

1 A. I do, yes.

2 Q. And again, we took a 15-percent mass

3 transit usage credit and that is consist within the

4 industry and acceptable under RSIS. Is it not?

5 A. It is, yes.

6 Q. Or under the transit --

7 A. Under ITE, under TOD.

8 Q. Under ITE, not RSIS, ITE.

9 Okay. Thank you. I'm sorry,

10 continue.

11 A. No problem. And when we look at the

12 trip generation and some of the credits that we've

13 talked about being modest, we then convey the

14 traffic from, and I'll refer to CSK-1 which is a

15 window of the site plan looking at the southeast

16 quadrant of the site plan with South Avenue running

17 through the middle of the page and essentially

18 creating a southerly boundary of the site.

19 Q. Now, Chuck, in referencing that

20 sheet, that has not yet been marked. If you could

21 just describe what it says. I've already premarked

22 that as Exhibit A-8 for today's date.

23 A. Yes. For the record, A-8 --

24 Q. Sheet CSK-1?

25 A. -- January 31st, 2018, sheet CSK-1

Page 27

1 prepared by Russo Development.

2 (A-8, Revised Site Plan Valet Parking

3 Lane, CSK-1, January 31st, 2018, marked for

4 identification.)

5 MR. MINKS: And that is, I don't know

6 if you're aware, and if it's required I could have

7 my engineer testify, but he informed me that that is

8 a revision of what's previously been marked as A-5.

9 MR. FRASER: We accept your

10 representation.

11 MR. MINKS: Thank you.

12 BY MR. MINKS:

13 Q. Okay, I'm sorry, continue.

14 A. Now, once we have an understanding of

15 the amount of traffic coming in and out of the site

16 during those various peak hours that I mentioned, we

17 then review the access management plan, so how do

18 these vehicles move into and out of the project.

19 And what is being proposed is a driveway, a U-shaped

20 driveway or half circle that is located

21 approximately 350 feet at the closest point. If

22 you're measuring from the intersection, the

23 signalized intersection of South Avenue to Center

24 Street to the easterly portion of the driveway, and

25 that would provide for an ingress-only movement.

Page 28

1 That is where motorists would enter the site via

2 left turn or right turn and then be able to travel

3 into both the parking garage area or the 58-parking

4 stall surface parking area that's located behind the

5 retail bank.

6 That driveway then continues to

7 provide for exit only which would allow for a

8 separate left turn and right-turn lane that would

9 allow motorists to stage at the stop bar. If

10 they're making a left turn, they would not be

11 impeding the traffic that would be making a right

12 turn and vice-versa.

13 We convey that traffic through the

14 driveway and then we move it through the system. We

15 push it through South Avenue, Center, North Avenue

16 as well and then we analyze those intersections and

17 compare them to the no-build condition. And what

18 we're looking for is, do these intersections

19 significantly change in the way that they operate.

20 Does the driver that arrives at these intersections

21 during the peak hours during a typical weekday or on

22 a Saturday midday period, is there a categorical

23 change in the driving experience when you're

24 traveling through intersections. And what we use as

25 a measuring stick for that is called the level of

Page 29

1 service standard.

2 There are different types of

3 performance indicators, level of service is one of

4 those performance indicators of intersections. And

5 so we've analyzed a no-build condition and a build

6 condition, and now recently the traffic signal

7 infrastructure at Center and South Avenue has been

8 improved; you have newer equipment, better signal

9 heads for simply visibility and acuity, ADA

10 improvements, countdown timers. All of these things

11 are excellent for two reasons; one, for drivers to

12 be able to see the signal indications more

13 accurately and better.

14 Certainly from the perspective of

15 timing, timing can be kept more regularly and on a

16 consistent cycle or be varied throughout the course

17 of the day depending on demand and the actuation of

18 the signal. And then also for purpose of

19 pedestrian, those countdown timers, those ADA

20 improvements can certainly make it more attractive

21 for the pedestrian environment, and that was

22 recently completed by the county at the intersection

23 of South Avenue and Center Street.

24 So we weaved the traffic through

25 South Avenue and Center Street, the intersection to

Page 30

1 the north as well. And generally speaking, what we
 2 found is that the operations when you compare the
 3 no-builds to a build condition with some signal
 4 timing modifications, which we believe the county
 5 would be acceptable to, is you're generally looking
 6 at very similar levels of service and operation
 7 between the no-build and the build condition. And
 8 that's the way that we look at performance through
 9 the network as a result of a redevelopment project
 10 such as this.

11 So a redevelopment of the site in the
 12 mixed-use manner which I've spoken about would not
 13 have a significant impact on your ability to
 14 traverse through the network.

15 Now, Mr. Klein, in his review, asked
 16 for more performance indicators. We provided
 17 information with regard to level of service, and
 18 what Mr. Klein had suggested is we look at the
 19 queuing; and by queuing I mean the stacking back
 20 that occurs from the stop bar during the red phases
 21 of the traffic signal, because in some regards if
 22 you're sitting at the intersection today and
 23 generally speaking on an average day or during an
 24 average peak, you fall within about five cars back
 25 from the intersection. One might say that if, on a

Page 31

1 typical day in a future condition that you were 15
 2 cars back, that would be a significant change and
 3 that would be something that would need to be
 4 mitigated.

5 What we would also look at is in the
 6 proposed condition in queuing. Are we blocking
 7 driveways during a significant amount of that time
 8 period. Now, peaks are the worst throughout the day
 9 and if it works okay or acceptably during the peak,
 10 then we know the rest of the day will work as well,
 11 and that is why we focus in and zero in on these
 12 peak commuter time periods.

13 Mr. Klein requested that we provide
 14 information about the southbound queue at Center
 15 Street and South Avenue and the change in the queue
 16 and also the eastbound approach of South Avenue
 17 because that is, generally speaking, where most of
 18 the traffic to and from our site would be
 19 concentrated with the access that we have proposed
 20 for motor vehicles to and from the property. And
 21 generally speaking, I would classify that we have
 22 somewhat comparable queues from the no-build to
 23 build with the worst increase of the average queue
 24 being about two cars more. Those two additional
 25 cars would not block driveways, would not stack

Page 32

1 through intersections, because we understand that
 2 those are critical areas that we generally need to
 3 keep open during peak hours.

4 And during the green cycle of the
 5 phase, the queue is able to disperse through these
 6 intersections and we provided that information as
 7 part of our point-by-point response to Mr. Klein's
 8 letter.

9 Q. Dated January -- your response was
 10 dated January 19th?

11 A. January 19th, that's right.

12 I believe with regard to traffic, the
 13 other comments that have been mentioned within
 14 Mr. Klein's letter have largely been testified to
 15 and in many cases were acknowledged in terms of the
 16 assumptions that we've made to be conservative as
 17 project counsel previously mentioned.

18 And again, the findings within the
 19 traffic impact study in terms of the analysis in the
 20 performance of these intersections, is that the
 21 redevelopment of the site would not have a
 22 significant impact on the operation of these
 23 intersections.

24 Now, switching gears in terms of
 25 parking. And we recognize that within the

Page 33

1 redevelopment plan, there are certain parking
 2 guidelines that have been made requirements within
 3 this area.

4 MR. VINEGRA: Could you just go for a
 5 second, I know some of the board members brought
 6 this up in the past, it was a question, and I talked
 7 to, again, our traffic engineer. You want to --

8 MR. KLEIN: Lee Klein.

9 MR. VINEGRA: -- Mr. Klein in
 10 reviewing what was submitted by the applicant, and
 11 one question came up early on about having a
 12 right-hand turn lane in this area, and I spoke to
 13 Mr. Klein about it.

14 So we have through movement to the
 15 left here, through movement and a right-hand turn.
 16 Can you just go into the negatives of that?

17 THE WITNESS: Sure, absolutely.

18 MR. VINEGRA: That was a question
 19 that came up at a prior meeting.

20 THE WITNESS: Yes, and if you're
 21 waiting being a queued vehicle and you want to make
 22 a right turn, that can be a source of frustration on
 23 a daily basis, especially when that queue backs up
 24 during peak periods, but we're trying to achieve a
 25 couple different goals here because of where we're

Page 34

1 located. And I believe that traffic engineering 30,
 2 40 years ago would have widened the road and put the
 3 right turn bay in, because what we're largely
 4 looking to do is ease demand problems and that fixes
 5 demand, but you create more paved area, and what you
 6 also do is take away from the pedestrian
 7 environment, but it doesn't necessarily feel like
 8 that when you're trying to fix the problem of driver
 9 frustration when they're coming down.

10 But here's what happens when you put
 11 in a right-turn bay such as that; you don't just
 12 have environmental impacts which are impervious
 13 coverage, more stormwater runoff and things of that
 14 nature, but now you elongate the crosswalk. Now,
 15 you have no turn on reds at this intersection today,
 16 there's a reason for that. That no turn on red also
 17 has a sign, I believe it's above it, which is a
 18 pedestrian crossing sign. When you put a no turn on
 19 red at a signalized intersection, the drivers don't
 20 necessarily know this, but you're sending a very
 21 loud message; and that message is you're preserving
 22 the right of way of pedestrians, because the right
 23 turn on red is in conflict with the movement of
 24 pedestrians through a crosswalk.

25 So there's no confusion here; by

Page 35

1 eliminating the right turn on red, you're allowing
 2 for the more positive progression of pedestrian
 3 traffic. You're also keeping, and you'll see this
 4 in communities where they actually take the road at
 5 the intersection and they narrow it provide for a
 6 shorter area for a pedestrian to cross and get out
 7 of the cartway or the roadway where the motor
 8 vehicle is moving.

9 So what is a vehicular capacity
 10 improvement takes away from what we want here which
 11 is what I believe is a more balanced network for
 12 both pedestrians and motorists. So we might solve
 13 some level of service issues or ease them, but we're
 14 also making a decision for the automobile rather
 15 than for pedestrians, bicyclists and other modes of
 16 transportation.

17 Q. And, Chuck, you're familiar with the
 18 redevelopment plan that applies to this property.
 19 This isn't a designated redevelopment area subject
 20 to the South Avenue transit-oriented development,
 21 redevelopment plan, are you?

22 A. Yes.

23 Q. And that redevelopment plan has as
 24 one of its principle goals is to encourage more
 25 pedestrian traffic, foot traffic, bicycles and

Page 36

1 alternative means of getting around town and
 2 utilizing the community. Is that correct?

3 A. That's correct.

4 Q. And will this type of a right-turn
 5 lane actually contradict that goal and take a step
 6 backward toward our achievement of a more
 7 pedestrian-friendly development and community?

8 A. Absolutely. Absolutely.

9 Q. Thank you.

10 MR. VINEGRA: Just when we spoke with
 11 Mr. Klein and myself, looking at the grade coming
 12 up, you really couldn't get much more of a slip lane
 13 in there, maybe two vehicles back.

14 The problem when that happens is both
 15 the cars going straight, if you look at the
 16 functioning of the intersection, it doesn't give
 17 permission for a car to sneak over there anyway,
 18 because the geometrics of this intersection, when
 19 you look at the grade differential, we really
 20 couldn't get a slip lane in there without say maybe
 21 two cars maximum in that right-hand turn lane, it
 22 really wasn't that beneficial.

23 So Mr. Klein will take about that
 24 later, but it did come up when we did research. I
 25 want to just get that on record.

Page 37

1 THE WITNESS: Yes.

2 MR. KLEIN: Can we just finish it
 3 now? I mean, not much more has to be said.

4 MR. MINKS: Certainly.

5 MR. KLEIN: Lee Klein, traffic
 6 engineer for the board.

7 I think what you said, it's a
 8 combination of the southbound through, through and
 9 right --

10 MR. MINKS: Hold on.

11 MR. FRASER: Mr. Klein, if you're
 12 going to give testimony now --

13 MR. MINKS: I have no problem with
 14 taking it out of order, it makes sense.
 15 (Witness sworn.)

16 MR. FRASER: Can you state and spell
 17 your name?

18 MR. KLEIN: Lee, middle initial, D,
 19 as in Daniel, Klein, K-l-e-i-n.

20 MR. FRASER: And your address?

21 MR. KLEIN: 156 Walker Road, West
 22 Orange, New Jersey.

23 MR. FRASER: And I know you're an
 24 expert within the borough.

25 MR. KLEIN: Right.

Page 38

1 MR. FRASER: But if you could just
 2 put your qualifications on the record.
 3 MR. KLEIN: Sure. I'm a professional
 4 engineer in the State of New Jersey. I'm also a
 5 professional traffic operations engineer. My
 6 license and my certification are current. I've
 7 provided expert traffic engineering support to
 8 boards, zoning and planning boards throughout New
 9 Jersey, as well as for developers throughout New
 10 Jersey. I've been qualified in probably close to
 11 100 boards throughout New Jersey.
 12 MR. FRASER: Given that the board
 13 hired you, per my recommendation --
 14 MR. MINKS: I have no objection.
 15 MR. KLEIN: I'll go home now.
 16 MR. MINKS: I have no objection to
 17 Mr. Klein's qualifications.
 18 MR. KLEIN: Thank you. So yes, so I
 19 think maybe the simpler, which I think Mr. Vinegra
 20 was getting to, is the queue for southbound Center
 21 Street is long enough that if we were to put in a
 22 right-turn lane, it would have to be probably eight
 23 or -- seven or eight car lengths long, and that
 24 would be -- I think that would probably, you know,
 25 like Mr. Olivo said, it would ruin the walkability

Page 39

1 of that intersection by widening it, and I don't
 2 think you'd get much of a benefit from it. So I
 3 think the way they're leaving it the way it is
 4 probably the best way.
 5 MR. MINKS: Thank you, Mr. Klein.
 6 I have no questions of Mr. Klein.
 7 THE WITNESS: Parking. I just
 8 started talking about parking.
 9 Now, in terms of looking at the
 10 parking for the project we have a total of 482
 11 parking stalls that are proposed for the site.
 12 CHAIRMAN GREET: I'm going to hold
 13 you up one second.
 14 THE WITNESS: Of course.
 15 CHAIRMAN GREET: Before we go on to
 16 parking, do we want to open this up on questions of
 17 traffic?
 18 MR. VINEGRA: I have more circulation
 19 questions if we're going to keep it on circulation.
 20 He'll be doing testimony of both parking counts and
 21 traffic circulation, but I have a couple more
 22 questions on traffic circulation.
 23 MR. MINKS: I don't think there's any
 24 reason why we can't -- I mean, unless the board
 25 wants to ask traffic questions first, the testimony

Page 40

1 shouldn't be so protracted that we can't ask all the
 2 question once he concluded his testimony. He's not
 3 going anywhere.
 4 MR. VINEGRA: Since we're on
 5 circulation and were on the pedestrian, I'm looking
 6 for an opinion here. I notice that currently the
 7 front of the firehouse, it's a very large area as
 8 you show over here.
 9 THE WITNESS: Yes.
 10 MR. VINEGRA: And I think we get, as
 11 you can see here, do you recall queuing or cars
 12 stacking to make a left-hand turn get quite close to
 13 that. And if we get addition volume, we could have
 14 some condition where now the cars are stacked back
 15 in here. But it doesn't appear that in this column
 16 we actually need that much room. Would that be your
 17 opinion?
 18 THE WITNESS: That would be.
 19 Typically that area is held open for the purposes of
 20 a truck turning and just making sure that area is
 21 kept clear. But I would agree with you that it
 22 seems to be extended more than it would need to be,
 23 but we could coordinate with the fire department,
 24 but not pushing it too far.
 25 MR. VINEGRA: Yeah. I would like the

Page 41

1 developer to coordinate both with the fire
 2 department and the county, if necessary, and the
 3 traffic engineer to possibly -- because it really,
 4 this area it's not too bad, but as you can see, the
 5 driveway stops there and it's still yellow for about
 6 50 or 60 feet, and I think that area should be
 7 painted over so you get additional queue here.
 8 Because the idea is we want to keep this lane open
 9 so when the light turns red at South Avenue that the
 10 vehicles can exit the facility.
 11 Again, I'm going to give testimony
 12 that if you feel there's a need for an additional
 13 traffic ledge to the driveway, please get into that
 14 a little bit and give it on your testimony. But
 15 what I would like to do is shorten up that no
 16 standing zone which can be done, I think it's very
 17 excessive, so we can get more cars in the wait for
 18 this left-hand turn, so not to block this exit
 19 driveway or the entry driveway during a red light or
 20 high volume, say at 5:00 in the afternoon.
 21 So maybe just go into that briefly,
 22 as far as what you feel. When you did the parking
 23 study, did you look into the amount of queuing
 24 that's occurring there?
 25 THE WITNESS: We did. We looked at

Page 42

1 the queuing and we have about 40 feet, a little bit
2 less in width on South Avenue. And the way that
3 plays out in terms of the path of travel on the
4 roadway is you do have enough room for what you see
5 at the intersection itself which is a left-turn lane
6 at the intersection proper and then the right-most
7 lane can serve as a through, shared through and
8 right turn.

9 So in other words, if you're waiting
10 to make a left turn into any of the driveways along
11 this stretch, a vehicle has enough room on the
12 right-hand side to bypass that vehicle and not be
13 impeded. But yes, there are certain time of day
14 during the peaks and the worst part of the peak
15 where you may have queuing that extends back to the
16 area of the driveway.

17 I think one of the nice improvements
18 that we came back with the driveway was taking the
19 exit movement out of the piece of the driveway leg
20 that was closest to the traffic signal. So we
21 maximized the spacing by locating the left and the
22 right turn.

23 The right turn would have no problem
24 leaving the site. We do recognize that the left
25 turn volume would have to wait in order to make the

Page 43

1 turning movement for a gap in traffic in both
2 directions. We're about 450 feet away from the
3 traffic signal, that's a queue of more than 20 cars
4 that would need to back up to extent to that area.
5 So we have an adequate length away or distance away
6 from the intersection where I feel comfortable with
7 the location of the vehicle to be able to progress
8 traffic out of the driveway even during the peak
9 hours. That's not to say on a rare occasion that
10 the peak queue may reach that point, but then it
11 generally dissipates with the green cycle of the
12 signal and continues through.

13 We have about 100 feet of stacking
14 between the left-turn lane and where you exit the
15 driveway, and what that gives you the ability to do
16 at about 20 feet a car, your Ford Expedition is
17 about 17 foot 3 long, so we usually hold 20 feet for
18 the queue length of a vehicle which means you could
19 stack five vehicles in that area.

20 So I think there is delay, it's felt
21 on the site. It's not something that would be
22 experienced on the county roadway system.

23 MR. VINEGRA: Do you think that
24 enough warrants exists for the escalation of the
25 traffic signal?

Page 44

1 THE WITNESS: I just don't think the
2 volumes are there. I don't think -- there's a
3 number of a warrants that need to be met for a
4 traffic engineer --

5 MR. VINEGRA: Just explain to the
6 board quickly.

7 THE WITNESS: There's federal
8 guidelines. The Manual on Uniforming Traffic
9 Control Devices is a pretty thick handbook, it
10 provides guidelines for the implementation of a
11 traffic signal. Because we don't want to just put
12 traffic signals everywhere, we want to understand if
13 certain warrants or needs are met in order to
14 require the implementation or the installation of a
15 traffic signal.

16 Most of those warrants relate to
17 volume; some of these warrants relate to safety. In
18 other words, if you had a predominance of right
19 angle or left-turn accidents at a four-leg
20 intersection, that's a telltale sign that you have
21 issues with gaps, drivers trying to jump gaps,
22 left-turn problems that could be solved by a traffic
23 signal because a traffic shuts down perpendicular
24 movements by virtue of the green, yellow, red cycle
25 and the way the cycle works.

Page 45

1 We would look at in a situation like
2 this, and we did here, we conducted a partial
3 warrant study to understand if we hit those volume
4 thresholds and we don't. The volumes that we're
5 speaking about coming in and out of this driveway
6 would not move the needle enough to warrant a
7 traffic signal here.

8 The other issue that we have with a
9 traffic signal at this location is, as I mentioned,
10 it's not 450 feet away from the traffic signal. You
11 can have signals that operate well closely spaced,
12 but you'll usually see that for jug handles to allow
13 nearside jug handles to process or things of that
14 nature.

15 Within a network such as this, I
16 believe particularly here to some extent it violates
17 driver expectation to have a traffic signal and
18 other one within 450 feet per private driveway.
19 That doesn't serve as a whole lot of traffic volume.

20 MR. VINEGRA: Did you look into the
21 accident reports for the municipality at the
22 intersection, the existing intersection?

23 THE WITNESS: We did, we looked at
24 accident reports at center and South Avenue, and I
25 don't think it was a surprise. I mean, certainly

Page 46

1 seeing incidents at an intersection like this, I
2 would expect to see a predominance of rear-end
3 accidents. The traffic signal, the visibility as
4 you come down the hill during peak times is not
5 perfect. It's certainly vertical and horizontal
6 curvature as you're coming down from north to south
7 and you see what you would see at an intersection
8 that processes this amount of traffic on a daily
9 basis, which the large majority of traffic incidents
10 are rear-end accidents.

11 MR. VINEGRA: And what is the
12 frequency? Was the frequency anything exorbitant
13 or --

14 THE WITNESS: Frequency is always
15 tough because the frequency there is no standard for
16 is it too high, is it too low. What I typically
17 look at when I review intersections is severity.
18 Are there right angle or left-turn accidents at a
19 traffic signal. That would be an anomaly where we
20 have an issue with being able to see a signal ahead
21 or you have problems with speed through an
22 intersection or something of that nature. Seeing a
23 predominant amount of rear-end accidents was not a
24 surprise here.

25 And I do think in some ways we really

Page 47

1 have not had the ability to study the new signal
2 because the old signal had the horizontal display of
3 the traffic lights which is somewhat out of context
4 and obsolete.

5 Now you have brand new signal much
6 clearer and more visible signal heads and the MUTCD
7 required amount of signal heads, and I'd like to
8 hope those are correct in measures to make it
9 better.

10 MR. VINEGRA: It really wouldn't be
11 an onus upon this developer, but it may not be a bad
12 idea at this time for the municipality to think
13 about possible signage prior to going under the
14 underpass "signal ahead."

15 THE WITNESS: There is a flashing
16 beacon but it doesn't tell you the indication. And
17 the issue with that is it's a red indication, it's
18 backing up, you come around the bend where you're
19 going down grade and --

20 MR. VINEGRA: It could be more or
21 less a warning flashing, because again we -- these
22 are all residents, obviously they all know the
23 problem. But I think we should maybe address that
24 with a little bit more frequency now. When the
25 studies come, probably a lot of fender bender bumper

Page 48

1 hits. I don't know of any severe accidents at that
2 intersection.

3 THE WITNESS: Yes.

4 MR. VINEGRA: So it may not be a bad
5 idea to add signage, but that would not be a part of
6 this application.

7 One thing that could be a part of the
8 application, would you recommend running this
9 striping for a two-way all the way almost to your
10 driveway, running the yellow to break the traffic
11 flow off into two directions almost to your
12 driveway? Do you understand?

13 THE WITNESS: No. Could you repeat
14 that?

15 MR. VINEGRA: Are you willing to
16 extend this left turn a little, almost to your
17 driveway?

18 MR. KLEIN: To make it a left into
19 their site?

20 MR. MINKS: You're talking about
21 eastbound?

22 MR. VINEGRA: Yes.

23 THE WITNESS: Because we're moving
24 east to have a left-turn bay that long?

25 MR. VINEGRA: Yes, run the left-hand

Page 49

1 turn bay almost to your entranceway.

2 MR. MINKS: We could discuss that
3 with the county.

4 MR. VINEGRA: Yes, because that may
5 assist.

6 THE WITNESS: I do think making that
7 recommendation to the county is a good thought, yes,
8 because it does come quick. And if you're driving
9 through this network, this is what you generally
10 see, you see about a 20-foot wide half cartway that
11 opens up at the intersection to a left turn and a
12 through right turn, you see it throughout this grid
13 either on both sides of the network and as you
14 continue east and west from here. So it may be more
15 optimal to extend that a bit farther.

16 MR. VINEGRA: But maybe we could ask
17 that and any improvements to the intersection
18 instead of striping, you could just, if the county
19 would approve it, I think the applicant, you approve
20 that?

21 MR. MINKS: The change to the yellow
22 striping?

23 MR. VINEGRA: Just the striping.

24 MR. MINKS: Well, I think we would
25 really -- the paramount issue there would be to work

Page 50

1 with the fire department which we will absolutely
 2 do --
 3 MR. VINEGRA: First talk to the
 4 county.
 5 MR. MINKS: -- and if the fire
 6 department allows that, yeah, I don't think there's
 7 anything very special about that. I mean, no
 8 special kind of paint.
 9 THE WITNESS: We're going to put the
 10 white lines --
 11 MR. VINEGRA: Yes, the white lines.
 12 MR. MINKS: And in terms of the
 13 extension of the dedicated turn lane, we will agree
 14 to approach the county with that. And to the extent
 15 that that's permitted, we'll certainly, we'll do
 16 that.
 17 MR. VINEGRA: I think that may help
 18 to slow down traffic a little bit prior to the
 19 light.
 20 THE WITNESS: Agreed.
 21 MR. VINEGRA: Help with the maybe
 22 decrease if there's is a condition in the future
 23 getting -- hitting bumped taps from someone making a
 24 left and someone trying to get around too soon, a
 25 little bit of a warning, you know, to give it nice a

Page 51

1 entryway into this development going eastbound.
 2 THE WITNESS: I agree. I think it
 3 also just better channelizes the intended travel
 4 path.
 5 MR. VINEGRA: And we're going to want
 6 to consider that, I don't know, it's a little tight
 7 going westbound there with the white line.
 8 MR. KLEIN: The shoulder line?
 9 MR. VINEGRA: No, not the shoulder
 10 line. To break the eastbound -- the westbound
 11 traffic for their right-hand turn into the
 12 development. I don't know if we have the width
 13 there.
 14 MR. MINKS: Well, we also have a --
 15 Chuck, we have a bus stop there. Correct?
 16 THE WITNESS: And you do have some, I
 17 believe it's hourly parking that's located on some
 18 of --
 19 MR. VINEGRA: The municipality can
 20 move some of the hourly parking, so yeah, I don't
 21 know if the volumes are there.
 22 THE WITNESS: Not to warrant a bay.
 23 I think the left turn -- I like the idea of the left
 24 turn, at least recommending that.
 25 MR. MINKS: And applicant will agree

Page 52

1 to approach with county with that with Mr. Olivo and
 2 see if that's acceptable. If they're amenable to
 3 that, we'll alert you as to whether or not that
 4 change will be able to be made. But obviously it's
 5 not something the applicant can decide to do or not
 6 to do. It's going to be up to the county.
 7 MR. FRASER: Mr. Klein has a comment.
 8 MR. VINEGRA: Normally if we approach
 9 the county within the municipality, the county, as
 10 long as it's not detrimental to the county, as long
 11 as it's not detrimental to their standards, they'll
 12 normally agree.
 13 MR. VENA: We already have that down
 14 by Kings, you have a left turn.
 15 MR. VINEGRA: Yeah.
 16 MR. VENA: And then it's extended
 17 left turn on Center Street, so I don't see why the
 18 county would be -- there would be an objection.
 19 MR. MINKS: I'm not suggesting that
 20 they will object. All we can acknowledge tonight is
 21 that we will certainly agree and work with
 22 Mr. Vinegra and approach the county with the idea.
 23 I think it is a good idea and my own expert agrees.
 24 MR. VINEGRA: I think right now
 25 there's no parking permitted here in this area but

Page 53

1 further down parking is permitted. I think we
 2 should also look into permitting parking near the
 3 bus stop. Again, it's a traffic-common feature.
 4 Again, we have some more residential
 5 traffic, a driveway coming up. We don't want them
 6 parking too close to that driveway. I don't know if
 7 NJ Transit wants to move their bus stop further
 8 closest to the intersection so that we can give
 9 maybe four or five spaces for the retail. That
 10 actually gives us additional overflow parking,
 11 overflow parking to the retail.
 12 THE WITNESS: It also sets the tone
 13 for the retail. As you mentioned, by having
 14 on-street parking in that area, it calms the traffic
 15 speeds as well by narrowing the use of that cartway
 16 to travel through. And the best protection for a
 17 pedestrian environment is on-street parking.
 18 MR. VINEGRA: The only negative is
 19 someone backing in taking too long.
 20 MR. MINKS: Again, the applicant
 21 wouldn't have an objection to work with Mr. Vinegra
 22 and I guess approach the municipality and the county
 23 for that type of improvement. But again, that's not
 24 something that we can commit to or that could be a
 25 part of any residential municipality, but we

Page 54

1 certainty will agree to explore that further.

2 MR. KLEIN: As far as the on-street

3 parallel parking, we can do, I think they do it in

4 Westfield, you'll have like a parking space, parking

5 space, then you'll have like a maneuvering space of

6 like ten feet that's striped out so you can pull

7 head in and just pull into a parking spot, so you

8 don't have to pull up, block the lane and then

9 parallel park it. It helps with the movement.

10 So we could -- it's not as efficient

11 with the parking, but it would help with the

12 throughput on westbound.

13 MR. VINEGRA: If there's any

14 re-striping of parking and re-striping of the

15 roadway, if it is approved by the county, those

16 costs would be borne by the developer.

17 MR. MINKS: I think striping is fine.

18 I did confirm because Ms. Villaggio asked me before

19 the hearing if we intended to replace the curb, and

20 I did confirm with Mr. Russo, who is actually out of

21 state, but I did confirm via text, I was not -- I

22 wasn't texting for fun, I was actually getting an

23 answer for him earlier in the hearing, that we do

24 intend -- his response was he can't imagine that we

25 wouldn't replace the curb. And I don't believe that

Page 55

1 they're in a condition that they would want to

2 reutilize them because they're incomplete and

3 they're not exactly glazed the greatest, so we would

4 probably be replacing the curb.

5 So as part of that, if there were

6 changes to the curbing or striping adjacent to the

7 curbing to permit parking, we would be amenable to

8 that. I think we would fall short of providing any

9 infrastructure in terms of parking meters or kiosks

10 or any of that because that would really be

11 municipal service and that would also benefit the

12 municipality in term of the fees generated from

13 those spaces. But in terms of the striping, I think

14 that's something we would absolutely cooperate.

15 MR. TARANTINO: Does the analysis

16 that we've heard testimony of reflect Phase II and

17 what that will be to --

18 MR. MINKS: We have no application

19 before the board for Phase II. So we have not

20 conducted or amended the study for the application

21 with respect to Phase II. But obviously, any

22 development approval of Phase II will necessarily

23 include Phase I if Phase I is approved. So you

24 don't get it now, but you will get it at the time

25 that you be will asked to consider Phase II, which

Page 56

1 hopefully will not be in the too distant future.

2 MR. FRASER: So that was a no,

3 Mr. Minks. Right?

4 MR. MINKS: That was a long no,

5 Mr. Fraser, a qualified no.

6 MR. VINEGRA: Well, you did give a

7 future build out of two percent. So normally what

8 they do is they calculate it, it's going to be a

9 little low, a standard two percent additional growth

10 factor which may be a little bit short depending on

11 the amount of redevelopment that's going on within

12 Union County. Normally they put a growth factor on

13 two percent on those numbers, add normal growth, and

14 that would include -- that two percent would include

15 this development.

16 MR. KLEIN: Mr. Vinegra, I think the

17 two percent or the one and a half percent background

18 growth accounts for other developments in

19 neighboring towns that come through on South Avenue

20 and on Center Street. The applicant asked the

21 borough if there were any specific developments in

22 the area that had been approved but not yet fully

23 occupied, those would have been specific trips that

24 they would have put on South Street.

25 So if this was to be approved and

Page 57

1 then they come back next month to approve Phase II,

2 the Phase II traffic study would include this

3 traffic. If they came back five years from now,

4 then the Phase I traffic would probably already be

5 there and that would be included in the background

6 and it would already be there in the existing five

7 years from now.

8 VICE-CHAIR VILLAGGIO: I have one

9 question. I'm looking at the impact on West Street

10 which is the people would make a right and then it

11 would -- what type of impact, in your opinion, would

12 there be if we did not have the left hand, you know,

13 turn that we now see?

14 THE WITNESS: The left-hand turn

15 coming out of the site?

16 VICE-CHAIR VILLAGGIO: Correct,

17 because that's something new, you know, that was

18 proposed at the last meeting.

19 THE WITNESS: What you would

20 effectively do, and in my opinion if you

21 unnecessarily restricted that left out is you're

22 forcing everyone right. And so you're constraining

23 the flow out of the site even though those motorists

24 may be destined to the east, they're now forced to

25 the west which would put more stress on that

Page 58

1 un-signalized intersection of West Street and South.
 2 And again, I believe it would be
 3 unnecessary to do that because you have the ability
 4 to stack them, hold them and then release them
 5 ultimately onto South where they need to go and do
 6 it safely. Good site lines, adequate safety measure
 7 to be able to conduct that movement out.
 8 VICE-CHAIR VILLAGGIO: Because one
 9 thing we do not want people making that left onto
 10 West Street. Again, you know, people are going to
 11 do it, all right, because people, you know, people
 12 do it now, but not at the volume that we may have
 13 because that will impact the residential with the
 14 traffic. What they would is they'd make a left onto
 15 West and they'd make a left onto Myrtle which is the
 16 second street but you don't see that, and then back
 17 on the Center Street.
 18 THE WITNESS: Right, and that is the
 19 unintended consequence of when you restrict, and I
 20 think many municipalities or boards are doing it
 21 with good intentions, but if the predominant flow is
 22 moving to the east, they're ultimately going to find
 23 their way using the public street system which will
 24 tax the system of streets that you just mentioned.
 25 Rather than keeping it on the artery,

Page 59

1 ultimately where they want to be and where they want
 2 to go do and they can do it safely it just may take
 3 a little bit more time for them to wait to come out.
 4 MR. NIERSTEDT: I wasn't sure, are we
 5 asking traffic questions or are we waiting?
 6 MR. MINKS: Well, we're supposed to
 7 be waiting until the end.
 8 MR. VINEGRA: Well, we've kind of cut
 9 it in half. We're talking traffic circulation and
 10 then we want to get into parking, which is two
 11 different -- so really trying to --
 12 MR. MINKS: Yes, that makes sense,
 13 traffic circulation --
 14 MR. VINEGRA: Traffic circulation
 15 first and then they're going to go into parking.
 16 MR. NIERSTEDT: So Mr. Chairman.
 17 CHAIRMAN GREET: Go ahead.
 18 MR. NIERSTEDT: Thank you very much,
 19 first off, everyone, once again for waiting. I do
 20 appreciate it. I really do. Thank you.
 21 And I'm going to actually kind of use
 22 that to let you know a little bit about the
 23 questions I'm asking. And the questions I'm asking
 24 are predicating really on two things; one is a
 25 statement by a former zoning board of adjustment

Page 60

1 hearing who said all your traffic engineers, you all
 2 come in and tell me there's no impact, but yet it
 3 takes me -- it seems to take me just a little bit
 4 longer to get from point A to point B even though
 5 you told me there's no impact. And so I want to
 6 talk about the average person.
 7 And the second one is where I was
 8 tonight I was at a Raritan Valley Line Rail
 9 conference meeting, okay, and I mention that because
 10 my questions are going to be geared to things we
 11 haven't talked about yet, the rail and my mode of
 12 transportation, which is bike.
 13 So the average person and people who
 14 are opposed to this project say to us, my God
 15 there's 300 units out there. Traffic is going to be
 16 horrendous. We're adding all these cars and yet, I
 17 don't doubt what you're saying. But what I'm asking
 18 you is, how can we or how can you say to that
 19 average person who sees all this additional traffic
 20 that, oh, there's no impact. How can we say that in
 21 laymen's terms? Can you help us out with that?
 22 THE WITNESS: Well, I don't just
 23 judge impact on delay. I think that is a very
 24 myopic, short-term way of looking at impact. I
 25 think it is very auto centric and somewhat selfish

Page 61

1 for the automobile driver to say that the impact
 2 that we measure in a community has to do with how
 3 long we sit behind the wheel of a car during peak
 4 hours. And this is going to tie into parking as
 5 well, because the goal of traffic engineering and,
 6 I'm not sure when the chairman made the comment but
 7 I've heard the comment before certainly about how
 8 there's never any -- the truth is there are impacts,
 9 delay does increase. But I don't necessary believe
 10 that increased delay is even a bad thing, and I'll
 11 explain why.
 12 When we look at the bigger picture of
 13 where we are if it were very easy and quick to
 14 travel through this roadway network we'd all drive
 15 and we would drive more. And if we widen the roads
 16 to help the chairman drive quicker from point A to
 17 point B, we'd all continue to drive. We wouldn't
 18 walk, we wouldn't use bicyclist traffic, we wouldn't
 19 take the bus. And so that frustrating element of
 20 traffic connection is okay because it forces us to
 21 think about other mode of transportation.
 22 So that's why I said earlier that
 23 performance indicators like level of service, they
 24 look at one dimension of this entire network. The
 25 traffic levels that you have here or traffic levels

Page 62

1 that you see throughout developed downtown areas in
 2 New Jersey. I didn't see anything here and I've
 3 studied city, urban, downtown areas where you have
 4 traffic queues that travel through intersection to
 5 intersection to intersection taking five, six cycle
 6 lengths to get through, didn't see that at these
 7 intersections, which is why we looked at level of
 8 service and we looked at queue as well.

9 And I know this isn't a short answer,
 10 so I apologize. But in trying to explain impact of
 11 traffic, this project mitigates that problem because
 12 it puts the users of the system right where they
 13 want to be. If we picked up this project and moved
 14 it three miles to the south and west, the mode of
 15 transportation choice is very much distorted at that
 16 point, but here it's two minutes away to take the
 17 113 or to take the train or the walk to Kings rather
 18 than taking a car and do things like that with the
 19 pedestrian infrastructure that you have.

20 So when I look at impact, generally
 21 speaking, I'm looking at safety. And I think that
 22 in many ways by bringing this project here that
 23 you're keeping the level of safety that you have and
 24 I actually think there's strength in numbers. The
 25 more pedestrians we have, the more bicyclists we

Page 63

1 have, the more we're reinforcing multimodal type of
 2 environment. It's not just about getting from point
 3 A to B in a car, it's about how many different ways
 4 can you do it. We have this excellent base of
 5 public transit, let's use and it let's build around
 6 it and that's what we're doing here.

7 MR. NIERSTEDT: I appreciate that
 8 answer very much I think that will help a lot.

9 So let's switch then to the public
 10 transit that you just mentioned. And I actually, I
 11 had said beforehand that I was going to count and I
 12 did because as Mr. Minks mentioned earlier, this is
 13 called a transit-oriented development plan. But yet
 14 in my opinion, as much as I'm on record, and I'm on
 15 record many times saying I support this project, I
 16 don't see any positives, I don't see anything the
 17 developer is doing in terms of promoting or
 18 increasing or doing anything to help what Garwood
 19 needs the most and why we advance this plan, which
 20 is more train stops from Garwood, that's the bottom
 21 line. And you're a traffic expert, you're
 22 testifying as a traffic -- but this is a
 23 transit-oriented development plan, and yet nothing
 24 has been put forth to indicate conversation with New
 25 Jersey Transit, what we need to improve our transit

Page 64

1 facility. If you want to call it a train stop, we
 2 all know it's a bus stop on a piece of pavement.

3 Do you have any, you know, I could go
 4 on with that, but do you have anything to add to
 5 what is the developer doing, if anything, to improve
 6 the potential for Garwood to get more train stops
 7 which is what we so desperately?

8 THE WITNESS: Well, I think they're
 9 doing two things. I think number one they're
 10 committed to building the project which I think is
 11 extremely important and I'll get to why, and I think
 12 that that part of this is a very important piece.
 13 And what I mean by that is by building the project
 14 or being committed to building the project, you put
 15 riders on the buses and on the trains.

16 And my experience with NJ Transit
 17 having worked on transit-oriented development
 18 project is they tend to say show me the riders and
 19 then I'll show you the platform upgrades.

20 MR. NIERSTEDT: Exactly. And the
 21 other part of that is show me the parking spaces.

22 THE WITNESS: That was the second
 23 part. You jumped in a little bit.

24 MR. NIERSTEDT: I'm sorry, go ahead.

25 THE WITNESS: In an ideal word, and I

Page 65

1 think we're getting there. I think we're
 2 progressing nicely and the aggressive side of me,
 3 the kind of new urbanist side of me would say build
 4 .5 per unit here, .5 stalls per unit. Now, I'm sure
 5 everyone, that's not enough. But that's okay that
 6 it's not enough because again, it changes the choice
 7 model.

8 If you don't want to live here
 9 because you and your wife each drive a car and you
 10 want to park your car in the garage and by the time
 11 you come and see the for rent and walk in and it's
 12 an entirely filled up garage, you won't come here.
 13 But the people that would come here with a parking
 14 lot that was constructed with a .5 ratio are the
 15 ones that probably don't need a parking stall and
 16 now the rent has been decreased as a result of less
 17 construction cost.

18 And there's a whole lot of research
 19 and discussion about how we've in some ways done
 20 this wrong over the last 30 years by building too
 21 much parking, very much inline with the idea of
 22 building too much road.

23 By building too much road, making it
 24 wider, we're doing the same thing when we build too
 25 much parking which is we're saying own a car, drive

Page 66

1 a car, buy a car, park it wherever you want, there's
 2 plenty of parking everywhere. But when we shrink
 3 that supply, we're all of a sudden fostering an
 4 environment where you don't need the automobile, and
 5 that is the essence of a downtown where you don't
 6 see parking. And the reasons that downtowns are
 7 walkable is because they're not separating by 500
 8 parking stalls. It's because you can bounce from
 9 store front to store front to store front without
 10 walking through a sea of parking.
 11 So those are the two things that I
 12 would say is, we're not building to RSIS. I think
 13 we've even challenged, if a very healthy way, the
 14 board's professional to say we're at a good number,
 15 we don't need more, because the more parking you
 16 build, the more you're subsidizing the use of the
 17 car and you're not fostering the public transit that
 18 we want and the walkability that we want.
 19 MR. MINKS: And Mr. Nierstedt, you
 20 may recall that throughout the process before we
 21 applied here before this board, this board was
 22 certainly a participant in many meetings, many
 23 negotiations both with the applicant and where the
 24 applicant participated. And there have been
 25 exhausted efforts with New Jersey Transit with the

Page 67

1 chairman of New Jersey Transit by the applicant and
 2 by members of this body over many years trying to
 3 encourage New Jersey Transit to increase ridership.
 4 I think Mr. Olivo's testimony is
 5 accurate in terms of if you bring them, it will
 6 come, but I think we also all have to be cognizant
 7 to the very salient fact that we have -- we do not
 8 have a gateway project approved and absent to new
 9 tunnels, I think we all know that the increased
 10 ridership that we would all like to see, and trust
 11 me, the applicant is paramount in that desire to see
 12 increased train traffic, it's unlikely to happen at
 13 the volume that you envision and that we all would
 14 like to...
 15 MR. NIERSTEDT: Right.
 16 MR. MINKS: Again, I don't want to
 17 testify. I appreciate the courtesy.
 18 MR. NIERSTEDT: And you and I have
 19 been involved for many years, but none of that has
 20 actually gotten on the record so far with regard to
 21 this application, so I wanted to make sure through
 22 my question that some of this got on the record.
 23 MR. MINKS: Thank you. I appreciate
 24 that.
 25 CHAIRMAN GREET: Thank you.

Page 68

1 MR. NIERSTEDT: Beyond that, and I'm
 2 sorry, Mr. Minks, my next question just left, so
 3 I'll come back to it.
 4 MR. KLEIN: Finish your first
 5 question. I think you also said something about
 6 where is the rest of parking. Were you talking
 7 about public parking for the train station?
 8 MR. NIERSTEDT: You're right, I was
 9 not.
 10 I am a proponent, okay, of .5, okay,
 11 but we in New Jersey are not -- so I agree with what
 12 he said 100 percent that if would propose 0.5 we'd
 13 have people going crazy.
 14 People come to us just on the outside
 15 of this board and they tell us they avoid South
 16 Avenue in Cranford. And you've been along South
 17 Avenue in Cranford where you have that major
 18 development.
 19 THE WITNESS: Yes.
 20 MR. NIERSTEDT: And you've seen the
 21 traffic.
 22 THE WITNESS: Yes.
 23 MR. NIERSTEDT: Now, I assume what
 24 you're saying that's the kind of traffic that is
 25 going to say to people, hey, I want to walk, I want

Page 69

1 to take a bike, I want to go with a different mode
 2 of transportation.
 3 THE WITNESS: If you offer them the
 4 opportunity to live and commute via another means,
 5 because traffic without the basis of public transit
 6 that we're talking about, in a rural community then
 7 perhaps we're looking at widening the road.
 8 Again, my perspective is let's extend
 9 the rail there, let's create villages or communities
 10 around the rail. It's somewhat idealistic, I
 11 understand, but that's how we've gotten into this
 12 where we are right now. And I think that if we take
 13 the state standard of 2.1 per unit and drop it down
 14 to where we are right here which is 1 to 1 for a
 15 studio or a one bedroom, I think we're getting
 16 closer to where we ultimately want to be.
 17 MR. NIERSTEDT: Okay. Let's switch
 18 to traffic for a second.
 19 I'm on Sheet A4 of your report, the
 20 one dated July 18th, 2017, and again, if you can
 21 help explain --
 22 THE WITNESS: That's the older one,
 23 did you say, the July --
 24 MR. NIERSTEDT: Is that the older
 25 one? I apologize. You're correct. You're correct.

Page 70

1 The number are probably the same. It might be a
 2 different -- table A1, we're talking about
 3 comparative level of service.
 4 THE WITNESS: Yes.
 5 MR. NIERSTEDT: Okay. Now, when I
 6 look at this I have seven levels of service in and
 7 nine levels of service out. Have they changed at
 8 all, first off? And I apologize looking at the old
 9 one.
 10 THE WITNESS: They're probably still
 11 within that same amount.
 12 MR. NIERSTEDT: Can you explain a
 13 couple things? Again, okay, the public at large is
 14 going to see this and they're going to say, my, God,
 15 level of service F. This planning board which has
 16 been maligned in the press and elsewhere for even
 17 looking at this project, okay. We're going to be
 18 told, my God, level of service F and this board
 19 approves it, why would we do such a thing like that?
 20 THE WITNESS: Because you're making a
 21 decision about the larger picture of transportation
 22 than one performance indicator at one approach
 23 amongst numerous ones, and you're making a decision
 24 for the community and the neighborhood at large and
 25 not just the automobile driver.

Page 71

1 MR. NIERSTEDT: I agree, but you know
 2 what, it's still going to take me ten seconds longer
 3 to get from the north side to the south side, what
 4 do we say to someone like that?
 5 THE WITNESS: Take the bus, take the
 6 train, take a bicycle.
 7 MR. NIERSTEDT: Or --
 8 THE WITNESS: Walk.
 9 MR. NIERSTEDT: All right. If you
 10 could explain within the -- and again, I apologize
 11 if it's changed, the North Avenue intersection part
 12 of the chart where we go from weekday evening peak,
 13 on this chart it shows level of service F at a
 14 73-second delay, it goes to within the no-build it's
 15 at 98, with the build it's at 99.7 only one more
 16 second, yeah, 1.7-second delay. And if you can, go
 17 down to the South Avenue where you have the
 18 northbound through right and the southbound left,
 19 you have level of service F for all six of those
 20 turning movements, and it gets worse, okay, it goes
 21 from a 111.6 seconds to a 132.6 with the no-build,
 22 and also 132.6 with the build. And with southbound
 23 left, it's 147.6 existing, no-build is 169.5, and
 24 build is 164.3.
 25 So you're saying with this

Page 72

1 development there's actually, as you mentioned
 2 earlier, reduction in your delay. Can you help
 3 explain some of the --
 4 MR. MINKS: That was actually, it's
 5 approved greatly in the new report.
 6 THE WITNESS: Right. I mean, one of
 7 the things I'll say is in 2018 report that we
 8 published, these levels of service change in a
 9 positive direction, they're better.
 10 MR. MINKS: Significantly.
 11 MR. NIERSTEDT: How so? What caused
 12 that?
 13 THE WITNESS: Well, we took another
 14 look at the newly-approved traffic signal.
 15 MR. NIERSTEDT: That you mentioned
 16 earlier, okay.
 17 THE WITNESS: Right, the timing of
 18 the signal. We also proposed mitigation, because
 19 when you put in a new signal without the benefit of
 20 knowing what kind of volume this project would
 21 generate, it's very likely that the county would
 22 come back and recalibrate the cycle based on more
 23 demand coming the eastbound approach or the
 24 southbound approach. And so, we're able to use
 25 certain parameters during the peak hours versus the

Page 73

1 off-peak to improve the group of and levels of
 2 service.
 3 MR. NIERSTEDT: And now I have the
 4 January of this year in my hands. So okay, the
 5 numbers have changed considerably, you're correct,
 6 you're still F.
 7 THE WITNESS: Yes.
 8 MR. NIERSTEDT: But they have
 9 reduced, as Mr. Minks indicated, tremendously and
 10 actually, some of the Fs have disappeared.
 11 So you're saying then that because of
 12 the current signalized intersection improvements at
 13 South and Center and the improvements also at North
 14 and Walnut, that while the traffic delays are going
 15 to increase, quote, "get worse," that even if this
 16 project did not occur, they're going to happen
 17 anyway almost in the same degree?
 18 THE WITNESS: Yes. But now you have
 19 optimized, brand new traffic signals controllers
 20 that could better actuate and share time than they
 21 could previously and they're more visible, which I
 22 would argue is safer.
 23 MR. NIERSTEDT: Okay. Thank you.
 24 THE WITNESS: You're welcome.
 25 Parking, we have 482 proposed parking

Page 74

1 stalls and that is completely self-contained on the
 2 site. 58 parking stalls are proposed in a surface
 3 slot behind the retail which is located in southeast
 4 portion of the site and --
 5 BY MR. MINKS:
 6 Q. Chuck, if I may, you said "surface
 7 lot," but as you weren't here during the site plan
 8 testimony, it's actually covered. It appears on the
 9 plan to be surface, but you'll recall that it is
 10 covered. Correct?
 11 A. That's correct, yes.
 12 Q. I'm sorry. Go ahead.
 13 A. And behind that in the parking
 14 structure that is located with access through the
 15 U-shaped driveway is 424 parking stalls that are
 16 proposed in that area, that's what brings us to the
 17 482.
 18 So we've already touched upon a
 19 little bit the bigger picture of parking; providing
 20 too much disports the choice, adds more traffic. If
 21 you could imagine if we cut this parking area in
 22 half, you'd have significantly less traffic coming
 23 to and from the site and the users of the site would
 24 have to make decisions accordingly.
 25 So in some ways providing more

Page 75

1 parking does create more traffic on the roadway
 2 system. And what we're attempting to do here is
 3 certainly be in compliance and we are. We are in
 4 compliance with the redevelopment plan requirements.
 5 The requirement for this project based on the makeup
 6 of the leasing office, the retail and the 298
 7 residential units requires 434 parking stalls and we
 8 are in excess of that by 48 parking stalls.
 9 Now, in addition to that what's being
 10 proposed and in many ways when we think about an
 11 optimized traffic signal that's better sharing and
 12 using time to process vehicles, what the applicant
 13 is willing to do is utilize a smart parking system
 14 which allows for, in a realtime basis every single
 15 day, for the parking demand and supply to be
 16 measured, and it allows for it to be shared on a
 17 continuous basis.
 18 No parking within this project, the
 19 482 parking stalls will be allocated to one user or
 20 another, they could share parking. What I mean by
 21 that is if I leave the garage in the morning and an
 22 employee of the leasing office comes in, we can use
 23 that same stall rather than having a stall
 24 designated for that resident and right next to that
 25 a stall designated for the employee of that leasing

Page 76

1 office. And what we have between the retail, the
 2 office and the residential is an excellent
 3 complimentary condition of shared parking.
 4 When you have retail on top of retail
 5 on top of restaurant on top of restaurant, you're
 6 all in competition for parking because you're using
 7 it generally speaking at the same time. Residential
 8 parking demand peaks overnight. Generally speaking,
 9 that car is dwelling in a parking space when the
 10 residence comes home from work, overnight as they
 11 sleep, and before they leave in the morning. When
 12 they leave, they empty the stall, the system is
 13 monitoring constantly based on the in and out where
 14 stalls are available and where they're not.
 15 So if I came home late after a
 16 planning board meeting which I do many nights and I
 17 wanted to park in the parking lot behind the retail,
 18 I could do that and then I could leave in the
 19 morning and vacate that stall. And again, the
 20 system is reading it.
 21 So rather than a numbered spot on the
 22 ground by being able to share it in realtime with
 23 the parking system implementers and managers have
 24 found is you get about 20 percent more efficiency
 25 and the ability to share. So you could look at this

Page 77

1 project at 482 parking stalls for 298 units really
 2 if you think about it, because overnight the leasing
 3 office and the retail is completely closed. Now,
 4 there will be some mixing of that on Saturday,
 5 that's probably one of your peak times as well. We
 6 also have residents leaving to use their cars during
 7 what you would call the recreation or the retail
 8 peak during the midday. So we've looked at the
 9 number of the conditions throughout the course of
 10 the day. As I said, we're 48 parking stalls above
 11 the requirement within the redevelopment plan, we
 12 have the smart system. The applicant is also
 13 willing to engage a valet service. If there's a
 14 great restaurant, and hopefully there is, within the
 15 retail portion of the site, you would be able to
 16 park the 58 more than you see during the peak of
 17 that time. But again, when the restaurant closes,
 18 all of that parking becomes available for the
 19 residents, and quite frankly, any of the other
 20 users, office users within the parking garage
 21 superintendent if they see fit.
 22 Q. And frankly, there would be no
 23 discrimination against commuters using those
 24 available space during the day?
 25 A. That's correct. We expect to have

Page 78

1 available spaces, we're 48 over the requirement.
 2 With the efficiency of the smart parking system and
 3 the valet, which I would argue would probably
 4 provide somewhere around the order of 15 to 20
 5 percent more parking.
 6 If you're going to valet park it,
 7 again now you're starting to use it and share it
 8 more efficiently which is the best way to do that.
 9 Q. Now just to explain that a little
 10 bit, in anticipating what I'm sure are some
 11 questions about what do you mean a smart parking
 12 system. This is actually a managed, computerized
 13 system that utilizes the entry gate. Correct?
 14 A. Yes.
 15 Q. And a resident would have a key fob
 16 or some dedicated instrument to be able to access
 17 the lot without a fee. Their fee, if any, would be
 18 associate with their lease, but they would not pay
 19 on a per-park basis, essentially?
 20 A. That's right.
 21 Q. They would have a fob or some other
 22 means to get in. And non-residents would not,
 23 obviously would not be issued a fob, they would not
 24 be registered as a parking user, they would simply,
 25 as we all have done at a parking garage, push a

Page 79

1 button and get a ticket?
 2 A. That's right.
 3 Q. And then they would either have that
 4 ticket validated by retail center or they would go
 5 to the parking management office because the
 6 applicant intends to manage this parking. Correct?
 7 A. That's correct.
 8 Q. Or have a third-party manager manage
 9 the parking?
 10 A. Yes.
 11 Q. So they would go to that cashier or
 12 whatever and they would pay for their visitor
 13 parking as a patron of the retail or restaurant or a
 14 commuter?
 15 A. Correct.
 16 Q. And that would be an hourly parking
 17 arrangement. Correct?
 18 A. That is correct, yes.
 19 Q. And the beauty of the system, as I
 20 understand it, and correct me if I'm wrong, is that
 21 there would always be an allocated, not designated
 22 meaning as you said no -- this resident is not
 23 assigned Space 12 and the resident is not assigned
 24 Space 15, but there would always be, maintained by
 25 the system, an allocated amount of parking

Page 80

1 sufficient to meet the resident's demand?
 2 A. Yes.
 3 Q. So that during the resident's, the
 4 peak hours when residents require parking, they will
 5 have a spot. It may not be the same spot every day
 6 or every afternoon, but they will be granted entry
 7 by their fob, and they will then be free to park in
 8 any available spot within the parking deck or in the
 9 parking area behind the retail?
 10 A. That's exactly right.
 11 Q. And with respect to the valet system
 12 that we proposed that Mr. Bartels, during his
 13 testimony, talked about a valet drop-off area and a
 14 valet pick-up area, if you could speak a little bit
 15 to that on the site plan.
 16 But with respect to valet, you
 17 mentioned that we could get greater parking
 18 efficiency from the 58 spaces behind the retail. Is
 19 that because if the need was there, the applicant is
 20 willing to cordon that off during the peak
 21 restaurant hours?
 22 A. Right.
 23 Q. And then it can actually stack, it
 24 doesn't have to respect the painted lines?
 25 A. Correct.

Page 81

1 Q. It can actually stack the vehicles
 2 and a 58 parking area could fit 70 cars or more?
 3 A. Yes.
 4 Q. Depending on the valet's ability to
 5 maneuver the vehicles?
 6 A. Yes. It would be cordoned off, you
 7 could park tandem two or three deep while keeping a
 8 much more narrow circulation aisle available. There
 9 are valet bump out areas that are located within the
 10 U-shaped area of the driveway to allow for the
 11 temporary staging of a vehicle either in or out
 12 without blocking the circulation within that. That
 13 is an extension of the width of that area so that it
 14 would not block throughput of vehicles exiting and
 15 entering.
 16 Q. And further to that, by dedicating
 17 the area, again, if the need is there and the demand
 18 is there, which we certainly hope that we have a
 19 busy restaurant that has this demand that can
 20 utilize this valet feature, having the valet parking
 21 located so proximate to what would be the area where
 22 the restaurant would be located would allow the
 23 valet attendants to more rapidly move cars in and
 24 out so there wouldn't be a stacking concern onto the
 25 roadway network. Is that correct?

Page 82

1 A. That's correct, yes.

2 Q. All right. If you could continue.

3 MR. VINEGRA: I have one question for

4 our attorney.

5 What could give the municipality

6 permission to trigger the valet? Could we tie it to

7 a restaurant? What would be something legal to

8 trigger the municipality's right to inquire about

9 that?

10 MR. MINKS: We're offering it. I

11 don't think you're going to need to --

12 MR. VINEGRA: You're offering it from

13 the get-go?

14 MR. MINKS: Yes. I'm sorry if you're

15 confused. I asked, Mr. Vinegra, to confirm that if

16 the demand was such with the valet, that we would

17 then cordon off the 58 spaces so that we could park

18 greater than 58. If it was a light day and the

19 valets didn't need additional spaces, we wouldn't

20 necessarily have to cordon off that area, they could

21 just park wherever. But during a busy dinner rush

22 at a successful restaurant, that area would be

23 cordoned off as valet only.

24 MR. VINEGRA: But my question is

25 going to be, how would we make sure that that could

Page 83

1 be triggered?

2 MR. MINKS: That what could be

3 triggered?

4 MR. VINEGRA: The valet service.

5 MR. KLEIN: Are you going to have

6 valet service guaranteed?

7 MR. MINKS: We're going to have valet

8 service in the evenings -- if we don't have a

9 restaurant, we're not going to have valet service.

10 If we have a multi-seat, sit down white table cloth

11 restaurant, you know, a normal --

12 MR. VINEGRA: Say it's 4500 square

13 feet --

14 MR. MINKS: We could talk about --

15 MR. VINEGRA: -- then you would say

16 that would trigger the valet?

17 MR. MINKS: Yes, and the reason why

18 is because --

19 MR. VINEGRA: You wouldn't have a

20 problem with that in the resolution?

21 MR. MINKS: We would not have a

22 problem with that because it's, frankly we believe

23 that not only is the valet going to be a useful

24 service, and Mr. Olivo, it's your testimony that the

25 valet is an added feature that enhances the

Page 84

1 management and operational efficiency of the parking

2 that we're proposing?

3 THE WITNESS: Yes.

4 MR. MINKS: So not only is it an

5 added efficiency -- I'm trying to respect Don, so I

6 don't testify.

7 MR. FRASER: That's okay. You're

8 making it so that I don't have to answer.

9 MR. MINKS: Because we believe, as

10 Mr. Olivo has testified, that it will be an

11 enhancement to the operational efficiency, that's

12 one element for why we want to do it and why we're

13 proposing it. But the other reason is, frankly, we

14 believe it's a game changer. We think it's a

15 differentiator that's going to help put this as a

16 high-level project on the map. It's going to

17 differentiate us Westfield, from Cranford. I think

18 it's going to be an added feature that will only

19 enhance the quality of restaurant that we can draw

20 and then the actual user experience.

21 MR. FRASER: But the short answer

22 was, if there's a restaurant, there's going to be a

23 valet. Would that be correct, Mr. Minks?

24 MR. MINKS: Yes, sir. If there is a

25 sit-down restaurant, we will offer a valet service.

Page 85

1 MR. VINEGRA: Will you also park

2 Bill's bike?

3 MR. NIERSTEDT: I didn't get to the

4 bicycle questions yet.

5 MR. KLEIN: So the only difference

6 between -- are you going -- if you have the valet

7 service, where are you going to park the cars,

8 Mr. Olivo? You can't testify.

9 MR. MINKS: No, but I can lead him.

10 THE WITNESS: If you have the valet

11 service, where would we park those vehicles that are

12 in valet?

13 MR. KLEIN: Correct.

14 THE WITNESS: We could take an area

15 and either cone it off and use the sandwich board

16 signs and say valet passed this point within the

17 parking behind it or, quite frankly, within the

18 garage area as well.

19 BY MR. MINKS:

20 Q. And that would be a function of the

21 demand that restaurant presents, if there's such a

22 demand that we need to dedicate that 58-parking

23 space area or a portion of it for valet only, the

24 management would have the ability to do that?

25 A. Yes.

Page 86

1 Q. And if the demand was light on an
2 afternoon or a Wednesday evening or whatever, that
3 might -- if it's not necessary because of the
4 demand, we wouldn't do that?
5 A. That's correct.
6 MR. KLEIN: So I guess my question is
7 valet is going to be, because Mr. Minks had said,
8 you're going to have it in that covered surface lot
9 where the 58 spaces are and maybe a portion of the
10 beginning of the parking deck?
11 THE WITNESS: If it was really
12 successful.
13 MR. KLEIN: Right, but you're not
14 going to take the valet -- I'm not going to pull up,
15 say I want to go to the restaurant, and you're going
16 to park me on the roof of the deck?
17 THE WITNESS: Correct.
18 MR. KLEIN: Even though the smart
19 system says there's a space on the deck?
20 THE WITNESS: Correct.
21 MR. KLEIN: And as a convenience to a
22 customer you're going to say, I'll take it up there
23 for you so you don't have to walk?
24 MR. MINKS: You're not going to do it
25 that way.

Page 87

1 THE WITNESS: Right, that would not
2 be the intention.
3 MR. KLEIN: So if it's not a busy
4 day, you probably won't have valet, you'll just let
5 people park or you'll always have the valet there?
6 MR. MINKS: I believe the intent is
7 to have the service offered associated with the busy
8 hours of a restaurant operation.
9 MR. KLEIN: Okay. So a Friday night,
10 a Saturday night --
11 MR. MINKS: People would have the
12 opportunity, however, to elect not to utilize the
13 valet, as is always the case.
14 MR. KLEIN: Right.
15 MR. MINKS: We are not going to
16 mandate people to utilize the valet, but that would
17 then defer to the smart system.
18 Mr. Olivo, is this correct, they
19 would then defer to the smart system such that they
20 would be able to self-park if there were available
21 non-resident allocated spaces?
22 THE WITNESS: Yes.
23 MR. KLEIN: So if you get about 482,
24 you're going to have to start the valet and double
25 stack --

Page 88

1 THE WITNESS: Yes, correct.
2 MR. VINEGRA: I have a question.
3 As far as when you pull up and your
4 smart system is at the gate and I'm visiting someone
5 on level three, what would you have to tell me what
6 deck are full and where I could go?
7 THE WITNESS: We see the grounds,
8 they're not mounted, but you can pick them up and
9 place them wherever you want, either a lot full type
10 sign and it directs you with an arrow, something
11 like that that can be managed, if it weren't to be
12 something that was visually shown --
13 MR. VINEGRA: I would like something
14 because I think we're going to go into parking
15 ration that is very tight, that it's a tight parking
16 lot so the hunt, we call it the hunt for space is
17 going to be difficult because by the time we get to
18 the rooftop it's a dead-end, it doesn't bring you
19 back around so you have to K-turn movement to move
20 back down.
21 I'd like to see a smart system that
22 would give me an indication what the availability is
23 per deck. Would there be objection to that?
24 MR. MINKS: Well, I can represent
25 that we have not investigated the costs associated

Page 89

1 with that and we would commit to having -- to some
2 means by which we would identify to visitors, you
3 know, non-resident parkers, the availability of
4 spaces or not, but we will not commit to, you know,
5 a big board on the building with a bunch of lights
6 indicating what's available and where. And frankly,
7 we think it will be unsightly and I don't believe --
8 Mr. Olivo, in your experience does
9 that necessary serve the intended purpose or do
10 people still hunt for the best available spot they
11 can find?
12 THE WITNESS: What we can do in a
13 case like this is either provide parking management
14 recommendations or guidelines that can be a
15 condition of approval that would give you a sense of
16 how this will be managed. We've done that with
17 other projects where you have a parking management
18 recommendation or a guideline type system that
19 would --
20 MR. VINEGRA: I've seen it where I
21 pull into a garage in an urban area and it says
22 occupied or lot full, and it directs me to the lot.
23 So that would -- I'm not worried about the first
24 floor here because you have a nice turn around area,
25 so I could come in here, turn around and park

<p style="text-align: right;">Page 90</p> <p>1 anywhere in here. It's the ability to go to the 2 upper levels if I'm visiting someone and if they're 3 full then I'm coming back down. And it's a tight, 4 you know, the radii are tight in there, so it's not 5 like I want people hunting driving around and around 6 and around, but I think we're a little tight here. 7 MR. MINKS: Well, Mr. Vinegra, you'll 8 recall that Mr. Bartels already testified to the 9 traffic circulation. There was no objection to the 10 availability of traffic circulation nor was -- and 11 his testimony was that there is adequate traffic 12 circulation throughout the site. 13 But Mr. Olivo, again, a visitor to 14 the site, if there is not available spaces will not 15 be issued a ticket, correct? So they will not be 16 allowed entrance to the lot if there's no available 17 parking for these -- 18 MR. VINEGRA: If there's only two 19 available space out of 482, I have to find them? 20 MR. MINKS: Yes. 21 MR. VINEGRA: That could be a 22 problem. 23 MR. KLEIN: But at least you know 24 there's two. 25 MR. MINKS: But that's how any public</p>	<p style="text-align: right;">Page 92</p> <p>1 will be used and how they would be cordoned off if 2 they're full, something to that extent. 3 MR. VINEGRA: If we could figure out 4 a way, say if the upper levels full, just to notify 5 the driver that that level is full. It's simple and 6 it cuts down aggravation, you know. 7 MR. KLEIN: But they'll know because 8 if the system is telling you to go into the garage, 9 you're going to take the first space you find, and 10 the guy behind me gets the red light that says 11 there's no more parking and I just took the last 12 one, then he's going to have to -- 13 MR. VINEGRA: That's a good point. 14 Maybe the system at least could maybe tell me how 15 many spaces are available. 16 MR. KLEIN: I mean, it won't let you 17 in if zero spaces, it won't let you in. If there's 18 one, it will let that last guy in. 19 MR. VINEGRA: But what I'm saying is, 20 if it at least tells me there's ten available spaces 21 in the deck, as I drive up I know not to pass eight 22 of them. If I know the deck is open and I don't 23 know how many, I may pass -- 24 MR. MINKS: Well, Mr. Vinegra, the 25 problem is --</p>
<p style="text-align: right;">Page 91</p> <p>1 parking deck operates. 2 BY MR. MINKS: 3 Q. And, Mr. Olivo, this is not an 4 untested system, and in fact, this isn't a flier, we 5 study the system. Actually, the Nexus system, which 6 is the company that we inquired with thus far, 7 operate this is very system in Metuchen. Is that 8 correct? 9 A. Yes, and it has university settings 10 where there's shared parking as well. And I think 11 what we've spoken about earlier is the fact that you 12 have great, complimentary uses here. We don't 13 expect to be at a constraint point where we're 14 seeing only two available stalls within 482, almost 15 500 parking stalls, because when that would occur if 16 you were to look at time factors throughout the 17 course of a typical day, your peak residential 18 demand is really going to be in the evening and it's 19 very unlikely that you'd have this type of overlap 20 where you end up with the minimum of stalls. 21 But to that point, I do think that 22 there is -- there's some assistance with just a 23 simple narrative of parking management guideline 24 type manual that we would utilize here, nothing 25 extensive, but just giving a sense of how the floors</p>	<p style="text-align: right;">Page 93</p> <p>1 BY MR. MINKS: 2 Q. Mr. Olivo, we are talking about 3 available visitor spaces? 4 A. Right. 5 Q. At any given moment while the system 6 is managing the parking, allowing tickets to be 7 issued for available visitor spaces, there may be 50 8 allotted residential spaces that are vacant which 9 are indecipherably the same? 10 A. Correct. 11 Q. I mean, you can't distinguish between 12 an allocated resident space when you're looking at 13 the physical parking space and the one that is 14 associated with the ticket you were issued, correct, 15 because again, they're not designated? 16 A. Correct. 17 MR. VINEGRA So you're saying that -- 18 Q. So there may be 60 spaces when in 19 fact there's only two tickets left? 20 A. Correct. 21 Q. And also -- 22 MR. VINEGRA: So -- 23 MR. MINKS: Hold on, Vic, let me just 24 finish my question. 25 BY MR. MINKS:</p>

Page 94

1 Q. And the size of the deck, is it your
 2 experience and opinion that the size of the deck is
 3 conducive to a pretty clear view of what's available
 4 and not available -- I mean, this is not the
 5 Borgata. This is not a massive deck where you have
 6 to traverse multiple levels in order to find one
 7 spot. You turn up a level, with a pretty quick
 8 glance you're going to be able to decipher if
 9 there's a spot or not and then you're going to go to
 10 the next level.
 11 We're not talking about a protractive
 12 time period for a hunter to use, because it is
 13 hunting for an available spot, but you're not
 14 talking about a protractive time period for someone
 15 to actually find one of those available spots. Is
 16 that correct?
 17 A. Correct.
 18 MR. FRASER: Is there an acceptable
 19 level of time to find a spot, Mr. Minks?
 20 MR. MINKS: Would you say it's an
 21 acceptable level of time to find a spot?
 22 MR. FRASER: Is that an E? Is that
 23 an F?
 24 MR. MINKS: I'm going to have a
 25 seminar with Mr. Fraser on brevity. I appreciate

Page 95

1 the suggestion.
 2 MR. VINEGRA: So you're saying the
 3 system is going to self-manage by allowing X amount
 4 of visitors, but keeping certain spaces open for
 5 tenants that may not be in the building? So it will
 6 be a fluctuated amount management by the company.
 7 So if they're calculating that we need some weekend
 8 200 spaces for residents, it will lock those in?
 9 MR. MINKS: It will allocate those so
 10 it doesn't give those up.
 11 MR. VINEGRA: So it doesn't give
 12 those up. And it will give only 283 for visitors?
 13 MR. KLEIN: Correct.
 14 MR. VINEGRA: And that number will be
 15 adjusted by --
 16 BY MR. MINKS:
 17 Q. And Mr. Olivo, it's a realtime
 18 learning system, basically?
 19 A. Right.
 20 Q. I mean, it's not artificial
 21 intelligence, let's not get ahead of ourselves, but
 22 it is a realtime learning system where it gives
 23 feedback to the manager of the deck so that they can
 24 make those adjustments based on the information
 25 they're receiving on peak usage, average usage,

Page 96

1 average vacancies during times of day, weekdays, et
 2 cetera.
 3 MR. MINKS: Again, as I mentioned to
 4 the board of this inception of this hearing, we
 5 believe this system not only provides adequate
 6 parking for the project, but it actually may
 7 actually provide an impact and have an impact on
 8 availability for commuters to actually use spaces
 9 that are otherwise going to sit here idle and vacant
 10 during the workday.
 11 THE WITNESS: And this is why we
 12 don't come down to .5 stalls on a project like this,
 13 because the challenge is really getting people to
 14 walk, getting people to use other modes of
 15 transportation, it takes time. It takes time, but
 16 we do, based on everything being designed here, we
 17 have more than adequate parking for this type of
 18 development project.
 19 MR. FRASER: Here's what I don't
 20 understand, and I apologize, but I don't get this
 21 one aspect of it.
 22 So let's say it's vacant and the
 23 homeowners have left, gone out to commute wherever
 24 they go -- not owners, excuse me, renters. They've
 25 left and they're commuting someplace else with their

Page 97

1 cars and a bunch of shoppers came in and they're
 2 shopping and they park in the parking lot and a
 3 bunch of commuters are taking the train, they come
 4 in and they've parked. Now we got a bunch of cars
 5 here. And then it snows and all the people whose
 6 cars are there say I'm going leave my car here so
 7 that I'm not on the street and have to deal with the
 8 snow problem, and now it's the end of the day and
 9 the residents who live there now come home. Maybe I
 10 just don't see it, but isn't that -- doesn't that
 11 create a situation where there's not spaces for the
 12 residents? Maybe that's a non-fixable problem and
 13 maybe that is a desirable result, I just don't
 14 logically understand.
 15 MR. MINKS: You're not the first to
 16 think about it. We asked the same questions of
 17 Nexus.
 18 MR. FRASER: What happens?
 19 BY MR. MINKS:
 20 Q. Mr. Olivo, the system is never going
 21 to allow all of the available residents spaces to be
 22 utilized during a given workday regardless of what
 23 the data says?
 24 A. Right.
 25 Q. And it is only to going to give those

Page 98

1 up in the event that there's sufficient demand?
 2 A. Correct.
 3 Q. And again, the management -- the
 4 system doesn't just function on its own, it's not
 5 artificial intelligence. It's going to be managed
 6 by a parking manager, human beings that are going to
 7 be, you know, following strict guidelines as to how
 8 much flexibility they're allowed to build into the
 9 system and then when to retract it. Correct?
 10 A. Correct.
 11 Q. And the parking is also for fee for
 12 these individual visitors that are non-residents.
 13 Correct?
 14 A. Correct.
 15 Q. And it's limited by duration.
 16 Correct?
 17 A. That's correct.
 18 Q. And obviously, the operator and the
 19 manager would have the authority to tow those
 20 vehicles if they were abusing that and overstaying
 21 their hourly allotted time period?
 22 A. Correct.
 23 Q. So obviously, if that perfect storm
 24 occurred, there would be a remedy, albeit a
 25 complicated one, to remove cars that might be

Page 99

1 overstaying in spaces that are otherwise allotted
 2 for residents. Correct?
 3 A. That's correct.
 4 Q. Again, because it's not a
 5 self-managed system and it is a human being-managed
 6 system, would it be -- and it could be build into a
 7 managed, you know, the parking management guidelines
 8 that if there is anticipated inclement weather
 9 during certain periods of the year, it may not be a
 10 wise idea to allot additional spaces to
 11 non-residents?
 12 A. Correct. I think the key is it's
 13 managed every day. People are looking at
 14 information every day and that's what allows you to
 15 have flexibility in the actual buffer of supply and
 16 demand. This will not be operating at 100 percent
 17 every single day, that's not how these garages and
 18 structures work.
 19 Q. And again, that's based on real world
 20 data that we collected? You'll get to the data you
 21 collected, but real world data and interviews that
 22 we conducted with Nexus and the operators of the
 23 Metuchen building and parking facility. Correct?
 24 A. Yes.
 25 MR. NIERSTEDT: How, or are you going

Page 100

1 to restrict the number of cars that a resident has?
 2 THE WITNESS: Well, that tends to be
 3 self-policing in that as the parking structure
 4 begins to fill up, we have the data. And so when
 5 you come to a building like this to rent the 165th
 6 unit in the building, if there's not adequate
 7 parking for the three cars that you want to park
 8 based on your own look at it as well as the parking
 9 management system's output sheets and talking with
 10 the property manager, you'll likely go to a
 11 different residential development where you can park
 12 as many cars as you like.
 13 MR. NIERSTEDT: I understand what
 14 you're saying and I'm with you, but I guess what I'm
 15 looking at, and Mr. Minks, maybe this is a question
 16 for you actually, how is the parking going to be
 17 worked within the lease?
 18 MR. MINKS: I'll ask Mr. Olivo to
 19 confirm something that I think might get you there.
 20 MR. VINEGRA: Okay.
 21 BY MR. MINKS:
 22 Q. As I asked you earlier and you
 23 testified that the residents would be issued a card
 24 or a fob or something to differentiate their use of
 25 the deck and entry to the deck as a resident as

Page 101

1 opposed to Lee and I who are showing up and punching
 2 a ticket. Correct?
 3 A. Yes.
 4 Q. So that's a function of their lease,
 5 they sign a lease and they are able to register a
 6 vehicle. And as is your experience with Russo and
 7 Russo entities and since you've worked on many of
 8 our multi-family projects, are you familiar with the
 9 fact that Russo tends to minimize the amount of
 10 permitted automobile registrations as its leasing up
 11 specifically to manage its parking availability?
 12 A. Yes, I believe in all the projects,
 13 that's how the leases have been structured.
 14 Q. And then based on utility, based on
 15 demand, based on available excess spaces, if a
 16 resident requests another key fob or card, they have
 17 a second car where they didn't register in the first
 18 place, that again would be studied. If the
 19 availability presented itself, that would then be
 20 entertained and they would pay an additional fee for
 21 that addition space. Correct?
 22 A. Correct.
 23 MR. NIERSTEDT: I appreciate all
 24 that. In keeping going with that, okay, so it makes
 25 sense that you own five cars --

Page 102

1 MR. MINKS: You're not going to live
 2 there.
 3 MR. NIERSTEDT: But couldn't I get
 4 five fobs from you?
 5 MR. MINKS: You could get five fobs
 6 if we have such an availability of parking that we
 7 want to charge you for those five fobs, but that
 8 would be only after we have full lease up. And in
 9 all likelihood, no.
 10 MR. NIERSTEDT: What's to prevent
 11 someone who owns three cars from parking one in your
 12 space and then parking one of Willow or Myrtle or
 13 Spruce Avenue?
 14 THE WITNESS: Nothing.
 15 MR. MINKS: We have no control over
 16 that nor, as much as the borough doesn't have any
 17 control over a resident that may have a car
 18 collection of 15 car and parks them all around the
 19 community.
 20 CHAIRMAN GREET: And that's something
 21 that we would have to address.
 22 MR. NIERSTEDT: And Mr. Sarno, I'm
 23 not putting you on the spot, but our current -- the
 24 parking regulations that we have would restrict
 25 that. Right?

Page 103

1 COUNCILMAN SARNO: For those three
 2 streets that you listed for the blocks, I'm guessing
 3 that you would say yes.
 4 MR. NIERSTEDT: So they wouldn't be
 5 able to do that anyway. Because you know I'm all in
 6 favor of having one car per unit, so I'm --
 7 CHAIRMAN GREET: And 70 bike racks.
 8 MR. NIERSTEDT: That's right, but we
 9 haven't gotten there yet.
 10 THE WITNESS: To your point, what
 11 controls at that point is price and policy. And as
 12 we just talked about, it's restricted, towed,
 13 ticketed, enforced, which then ties into the price
 14 as well. If you can buy a permit, how much it is,
 15 those all play into your choices.
 16 MR. NIERSTEDT: And it appears that
 17 -- and I'm still on record I want more residential
 18 units here, and I keep talking about the parking
 19 that Mr. Vinegra and I have spoken on much earlier
 20 in this development, the planning board required
 21 many more parking spaces, that number has now been
 22 reduced. And I believe that part of that initial
 23 number was based upon the fact that people are going
 24 to have 1.5 quote, unquote or two cars per unit.
 25 And you are, I assume what you're saying is you are

Page 104

1 going to try to restrict that simply for your
 2 pricing and policy for the residents who are going
 3 to live there?
 4 THE WITNESS: That's correct.
 5 MR. NIERSTEDT: You mentioned parking
 6 fees, maybe it's a question for the mayor. I mean,
 7 how is all that going to be worked out? Is that
 8 something through the redeveloper's agreement or is
 9 that just the private developer is going to set the
 10 fees as to what they can charge hourly? How will
 11 that go?
 12 MR. MINKS: It's private,
 13 Mr. Nierstedt, it's private property. It's not a
 14 municipal lot.
 15 MR. NIERSTEDT: Right, the amount --
 16 I mean, I don't know what you change in, you know,
 17 like again, as far as I'm concerned, you could
 18 charge 20 bucks an hour, but how do you figure that
 19 out?
 20 BY MR. MINKS:
 21 Q. Mr. Olivo, that's a function of the
 22 subscription or the contract that we would enter
 23 into with a Nexus or another parking management
 24 company that would both manage and operate the smart
 25 system. Correct?

Page 105

1 A. In term of a fee that you would
 2 charge?
 3 Q. The actual fee that would be charged
 4 because there would be a component of that fee that
 5 would actually get paid to the manager as well as
 6 the residential development?
 7 A. I agree, it's everything; it's
 8 construction cost, it's the cost of the project in
 9 general, it's the management fee, it's all of those
 10 things, maintenance, that all goes into parking,
 11 which is why when you give people free parking, it's
 12 the worst thing that you can do. If you give it to
 13 them with a certain price, then they have to make a
 14 decision about it.
 15 MR. NIERSTEDT: So we talked earlier
 16 about my linkage to Transit. If I were to drive a
 17 car, I would really have no guarantee if I get her
 18 at whatever, 8 or 7:00 in the morning, then I'm
 19 actually going to be able to get a spot. Is that
 20 correct?
 21 THE WITNESS: That is correct, but
 22 generally speaking, if you were to drive here, you'd
 23 likely see a pattern. If you're driving here over
 24 the course of a year, that lot may continue to fill
 25 up, fill up, fill up, and then at a certain point,

Page 106

1 you'd have to make a different decision, which is
 2 exactly what we're talking about on the road,
 3 congestion builds up, builds up, builds up, we make
 4 a different choice.
 5 MR. NIERSTEDT: Okay.
 6 CHAIRMAN GREET: You know what, I
 7 think we're going to take a five minute break here.
 8 MR. MINKS: Mr. Chairman, if we
 9 could, when we come back if Mr. Olivo can continue,
 10 he has testimony I think the board wants to hear in
 11 term of his parking studies, the counts he's done at
 12 the surrounding projects and the recommendations.
 13 CHAIRMAN GREET: We will definitely
 14 continue.
 15 MR. MINKS: Thank you.
 16 (Short recess taken.)
 17 CHAIRMAN GREET: Mr. Minks.
 18 MR. MINKS: Yes.
 19 CHAIRMAN GREET: Just to get some
 20 structure to the rest of this meeting, I'd like to
 21 call this meeting pretty much at 10:30, and with
 22 that, I'm thinking that I don't know that you're
 23 going to get to your planner tonight.
 24 MR. MINKS: I think that's probably
 25 clear that we won't if we're calling it at 10:30.

Page 107

1 CHAIRMAN GREET: Yes, because by the
 2 time we have questions of this witness from both the
 3 board and I think some of the folks in the audience,
 4 and then we would listen to your planner and then
 5 we'd have to vote on it.
 6 MR. MINKS: Yeah, I mean, I would
 7 just appeal to the board that if we were done with
 8 Mr. Olivo by around 10:30, that my planning
 9 testimony is truthfully very brief and somewhat
 10 pointed. I mean, he'll speak in partial sentences.
 11 That's the only thing I would suggest to avoid
 12 having to come back for a subsequent hearing with 15
 13 minutes of --
 14 CHAIRMAN GREET: We generally don't
 15 bring on another witness beyond 10:30.
 16 MR. MINKS: I appreciate that and I
 17 know that I would be requesting the board's
 18 indulgence if I would be able to do that. And I
 19 wouldn't ask it for any other witness other than the
 20 fact that candidly my planner's testimony is
 21 checking a box and making sure that I have planning
 22 testimony confirming that I'm complying with the
 23 redevelopment plan.
 24 MR. FRASER: Mr. Minks, you mean on
 25 direct.

Page 108

1 MR. MINKS: On direct. No, I
 2 acknowledge that. So again, I hear what you're
 3 saying. If we're done with Mr. Olivo and public
 4 questioning and the board questioning by 10:30, if
 5 the board would consider it, I would appreciate it,
 6 if not --
 7 CHAIRMAN GREET: Let's see how we
 8 progress.
 9 MR. MINKS: I appreciate it. Thank
 10 you.
 11 BY MR. MINKS:
 12 Q. All right, Mr. Olivo, quickly and in
 13 short sentences, if you could take the board through
 14 studies that you've done, that Stonefield has done,
 15 and a bit of a differentiation -- you've reviewed
 16 Mr. Klein's report.
 17 Mr. Klein conducted some telephone
 18 interviews, reached out to surrounding communities
 19 and got some information from them. We did that as
 20 well to verify some of that information, but we also
 21 utilized online resources and then you actually went
 22 out and did physical parking counts and physical
 23 inspections of various projects in the area to
 24 provide comparable data to the board. Correct?
 25 A. We did, yes.

Page 109

1 Q. All right. If you could take the
 2 board through that analysis.
 3 A. Well, this was back in 2014 when we
 4 started working with Russo Development, the question
 5 of what is the true parking demand of these
 6 transit-oriented development projects came up.
 7 There are projections, there are guidelines within
 8 redevelopment plans, there are guidelines within
 9 planning manuals, and then there's actually what
 10 happens when you build a project.
 11 And so what Russo Development was
 12 able to do is get us access to the garages. So
 13 rather than talking about theory, we counted built
 14 projects because what we had been hearing from
 15 developers for years is the they were building two
 16 per unit, 1.7 per unit in term of stalls and when
 17 the building was filled up, it had empty levels of
 18 parking. And at \$40,000 a parking stall for the
 19 construction costs and the building parking, that
 20 was a problem.
 21 And so when it became a cost problem,
 22 developers began to look and see what is the actual
 23 demand associated with these projects when we build
 24 in around train stations and we build to a certain
 25 level that encourages walkability, public transit

Page 110

1 usage, et cetera.

2 So in 2014 we studied six different

3 projects; Morristown, Lyndhurst, East Rutherford to

4 name a few. We counted them during the overnight

5 period and on number of different occasions, we

6 spoke directly with the property managers who had

7 realtime information about how many of the units

8 were actually occupied during those times.

9 So we utilized that information to

10 understand the actual occupancy and then we counted.

11 We put our staff in the parking garages and we went

12 through floor by floor, usually sometime between 10

13 p.m. and midnight to get an actual count of the

14 largest peak demands of the residential dwelling.

15 And what we found when we averaged all those values

16 is we ended up at a parking demand, a true demand of

17 about .94 per unit, .94 parked cars per unit, and I

18 would round up and call it 1 to 1.

19 Now that's not in all of the

20 communities; there were some that were above and

21 there were some that were below. And so what we did

22 as part of this project, Mr. Klein had submitted a

23 letter to the board and to our office about the

24 conduct of his own surveys and information. And

25 what we did in 2018 earlier this year is we did the

Page 111

1 same thing but we did it again. We did it in three

2 different locations within Cranford, so we really

3 focused in on this particular area, and then we

4 looked at a location in Metuchen as well. And the

5 average demand that we found was approximately 1.13

6 per occupied unit.

7 And generally speaking, some of these

8 projects are farther from the train station, some

9 are a little bit closer, some have similar

10 facilities, supermarkets in the area or markets in

11 the area, health, wellness, fitness, restaurants

12 within walking distance which is what I would

13 classify the area that we are in here.

14 So I think it is very fair to judge

15 from that information that we would have similar

16 levels of actual parking demand for the 298 units

17 here.

18 Now, in term of what the actual

19 supply is within this parking structure is even if

20 you were to back out of 58 parking stalls and say

21 we're not sharing them, we're using them for the

22 retail and we've had a lengthy discussion about the

23 fact that it's not what we're doing, we're sharing

24 them throughout the course of the day, but if you

25 were to take of the equation and you were to look at

Page 112

1 the remaining 424 parking stalls for 298 units, you

2 end up at a ratio of about 1.4 which is,

3 significantly I would argue, in excess of what we're

4 counting the actual demand to be, whether you look

5 at the six that we did in 2014, look at the four

6 that we more recently did earlier this year, and

7 that's what gives me, as a traffic expert and

8 parking expert, comfort in the design that we have

9 here because I truly believe that with the amount of

10 parking, the supply in excess of the expected

11 demand, we have more than adequate parking to

12 accommodate the needs of this particular

13 redevelopment.

14 Q. And the parking ratios that you've

15 mentioned that this project represents and provides

16 are fully compliant with the stipulated parking

17 ratios and the minimum parking requirements of the

18 redevelopment plan. Correct?

19 A. That is correct.

20 Q. That said, the redevelopment plan

21 does provide that if there's empirical data that is

22 offered and studies of surrounding projects

23 indicates that the stipulated recommendations in the

24 redevelopment plan are inadequate, that there could

25 be other requirements -- actually, not only

Page 113

1 inadequate, it could be plus or minus that the plan

2 requirements could be changed. Correct?

3 A. Correct.

4 Q. Now, based on your analysis and based

5 on your review and your study of Mr. Klein's

6 analysis, have you made a conclusion as the whether

7 or not there is any evidence, not good evidence or

8 bad evidence, just any evidence that would support

9 an increase on the 469 minimum parking spaces

10 required under the redevelopment plan or the

11 approximately 1.4 and change ratio that's

12 required -- actually, it's less, I believe, it's 1.3

13 and change ratio that's required by the

14 redevelopment plan. Is there any evidence that

15 would indicate to you that that should be increased,

16 that we should provide more parking?

17 A. No, we have more than adequate

18 parking for these uses.

19 Q. And in fact, the data that you've

20 collected based on your actual physical studies,

21 your inspections of these decks, your interviews of

22 the management companies are operating these decks

23 and your online research and other data collection,

24 the data that you've ultimately compiled actually

25 would support a reduction, but we are not requesting

Page 114

1 a reduction?
2 A. That is correct.
3 Q. Okay. With regard to the earlier
4 testimony, because again, that does not even take
5 into account the smart parking system. That is
6 purely your mathematical analysis based on available
7 parking, the available retail parking, the six
8 spaces or so that are contemplated in the
9 redevelopment plan for the leasing office and the
10 shared component of those retail and other spaces
11 and availability for them to be used as public
12 spaces. Correct?
13 A. Yes.
14 Q. So the mathematical analysis had led
15 you to a conclusion that we are adequately parked
16 and in fact exceed the requirements of the
17 redevelopment plan?
18 A. That is correct.
19 Q. Then when you layer in the component
20 of the smart parking system, you mentioned earlier
21 that that would actually serve to enhance the
22 operational efficiency of the parking. By that do
23 you mean that a 1.4 ratio will act as though it's a
24 greater parking ratio, or it will be experienced as
25 though there was greater parking made available?

Page 115

1 A. Well, as I mentioned, we have backed
2 out of 58 parking stalls that could be utilized by
3 the residential. In our discussion with the parking
4 manager that's utilizing this system in Metuchen,
5 they get about a 20 percent increase in efficiency
6 based on utilizing the system. So you potentially
7 realize more parking availability as a result.
8 Now, if you were to take again just
9 the overall parking of 482 and look at that as being
10 applied to the 298 residential users, now you're
11 well above 1.6 per unit.
12 Q. And again, new spaces aren't being
13 created --
14 A. No.
15 Q. -- but it's the operational
16 efficiency and managed use of the existing parking
17 stock that gives the user the experience as though
18 there were more --
19 A. In fact, no assigned parking, you're
20 sharing the entire parking facility and that you
21 have complimentary uses using it that generally, I
22 would argue, don't overlap in terms of the peak
23 demand periods.
24 Q. Okay. And the redevelopment plan
25 again requires a minimum total number of parking

Page 116

1 spaces for the project of 469 spaces. Correct?
2 A. Yes.
3 Q. And is that -- there also hasn't been
4 mentioned lately and you mentioned it during the
5 site plan testimony, there are 18 public parking
6 spaces that we are providing, nine or 10 in addition
7 to those that already exist in the fire department
8 parking lot directly across from the project. Are
9 you familiar with that?
10 A. Yes.
11 Q. And in fact, although it's not part
12 of this application, as the South Ave II, the
13 property across the street that will be the subject
14 of a future application before this board was
15 actually redesigned recently, and that redevelopment
16 plan added even more public parking to that lot
17 adjacent to the fire department. Are you aware of
18 that?
19 A. That's my understanding.
20 Q. So instead of 18 additional spaces
21 that we are not counting in our analysis, correct,
22 you haven't even included those in your analysis?
23 A. Correct.
24 Q. So those additional 18 spaces that
25 are across the street which is now growing once

Page 117

1 South Ave II is developed to approximately 25, I
2 believe, spaces, 24 spaces. Say between 18 and 24
3 spaces across the street are also going to be
4 available for retailers, retail patrons and visitors
5 to the two project phases. Correct?
6 A. Yes.
7 Q. So again, to reiterate, those are not
8 included in your analysis, but they do and should be
9 considered by this board as additional parking that
10 the developer's providing associated with this
11 project?
12 A. I agree.
13 MR. FRASER: As to that last part,
14 could you say that last part again?
15 MR. MINKS: We are not taking credit
16 -- we are not including them in our analysis. They
17 do not move the needling and create additional
18 parking or enhance the ratio that Mr. Olivo has
19 testified to; however, this board should not ignore
20 the fact that they will be available for use. We
21 are not requiring them. His analysis --
22 MR. FRASER: They may be available
23 for use in the event of a future approval, is that
24 the question?
25 MR. MINKS: No. The 18 have to be

Page 118

1 built by the redevelopment plan for Phase I.
 2 MR. FRASER: Okay.
 3 MR. MINKS: And then all I said was
 4 that may be enhanced at a future approval, but the
 5 18 currently that we are required to build, repave
 6 that lot will be available for use, but we are not
 7 relying on them -- Mr. Olivo, we are not relying on
 8 them and they have no impact on your conclusions as
 9 to the adequacy of parking that we are proposing.
 10 Correct?
 11 THE WITNESS: Correct.
 12 MR. FRASER: I think the first time I
 13 heard the question, I'm not sure if word may was
 14 used, but okay, the record will reflect it.
 15 MR. MINKS: The 18 will be. The
 16 additional six or so we intend to, but that is not a
 17 certainly, correct. Although it is required under
 18 the redevelopment plan, so if we build phase II, we
 19 will be required to --
 20 MR. FRASER: Keyword there being
 21 "if."
 22 MR. MINKS: If, correct.
 23 VICE-CHAIR VILLAGGIO: I have a
 24 question or a clarification. On those 18 spots,
 25 nine of those spots are existing now?

Page 119

1 MR. MINKS: Yes.
 2 VICE-CHAIR VILLAGGIO: And they're
 3 used by the five development?
 4 MR. MINKS: Yes.
 5 VICE-CHAIR VILLAGGIO: So like in
 6 actuality, it's an additional nine spots?
 7 MR. MINKS: I think it's nine or 10
 8 because of the location of a trash --
 9 VICE-CHAIR VILLAGGIO: It's on the
 10 other side of the fence?
 11 MR. MINKS: Correct. It's an
 12 extension of the existing lot which has eight or
 13 nine usable space because of a trash, a dumpster,
 14 that will be enlarged into what is lot seven which
 15 is property that the developer owns. So a portion
 16 of lot seven will be utilized to enlarge that
 17 municipal lot. We are obligated to enlarge it so we
 18 have a total of 18 as par of this development, Phase
 19 I. And then as part of Phase II, if and when Phase
 20 II is developed, we would be required to enlarge it
 21 further.
 22 VICE-CHAIR VILLAGGIO: I just wanted
 23 to make sure that everybody understood that it was,
 24 what, an additional, you know, ten, you know, not --
 25 MR. MINKS: Absolutely. And that

Page 120

1 will not -- Mr. Olivo, those will not be part of the
 2 smart park system, those are intended to be spaces
 3 that are available to the community at large, not
 4 just this development. Correct?
 5 THE WITNESS: Yes.
 6 MR. MINKS: And that's why we did not
 7 include them in our analysis?
 8 THE WITNESS: Correct.
 9 MR. NIERSTEDT: Can we stick with
 10 those spaces? And again, I don't know if you want
 11 to go to back to the mayor and council, but are they
 12 going to be privately-owned spaces that you will
 13 manage, or are they going to be public spaces where
 14 anybody can come anytime of day and park for free?
 15 MR. MINKS: The intent of that was
 16 that they would not be part of our parking system,
 17 they would not be paid for spots. Those 18 or 20
 18 four or five, whatever ultimately is developed into,
 19 the question as to whether or not that property
 20 would be dedicated to the municipality or leased to
 21 the municipality or just owned and managed by the
 22 developer, was a question that really came down to
 23 who was going to handle and what the most efficient
 24 way to handle snow removal was.
 25 So that has not been finalized.

Page 121

1 There is no direct requirement that it be one or the
 2 other, but we have committed to the borough that if
 3 the borough wants it to be dedicated to them, we
 4 would dedicate that to them which would require a
 5 subdivision. If not, we would certainly have an
 6 arrangement where one or the other party would be
 7 required to conduct snow removal because the balance
 8 of the driveway and surface parking in the Phase II
 9 of the development is contiguous to that, there's no
 10 break between it. So it didn't make sense when we
 11 were discussing it with the redevelopment plan and
 12 members of the governing body that Russo or its
 13 affiliate would plow this half of it and then the
 14 town would plow that half of it. So it's just a
 15 matter of developing some synergy and coming up to
 16 an agreement.
 17 MR. NIERSTEDT: All right. Well one
 18 of the reasons I like to have redevelopments
 19 agreements adopted after the site plan approval is
 20 granted is because of things like this that come up.
 21 So I would just ask the mayor and council, you know,
 22 within their redevelopment agreement, please get
 23 that resolved, however you find it best for the
 24 borough.
 25 MR. MINKS: And I believe we've

Page 122

1 already made that commitment, that we would work
 2 that out to the most efficient way.
 3 CHAIRMAN GREET: And I just have a
 4 quick comment. For example, we discussed earlier we
 5 could have, let's say a person who is renting and he
 6 has three cars and he can only have one or two so he
 7 decides to park the other one or two on one of the
 8 18 spots that are there and that's going to be where
 9 he's going to park. Who's got the responsibility
 10 for removal of those cars?
 11 MR. MINKS: If it remained our
 12 private property for that lot, we would agree to a
 13 Title 9 grant -- a Title 39 grant so that the
 14 municipality would have authority over that 18 or 24
 15 spots that that lot, the fire department lot. If it
 16 was the municipality's property, we would dedicate
 17 it to them. Obviously, you would have that
 18 authority by virtue of the ownership, but we would
 19 certainly agree to give you Title 39 authority over
 20 that so that your police department would be able to
 21 go on and police it without our involvement.
 22 MR. NIERSTEDT: I'm going to ask,
 23 this might sound like a silly question, okay, it
 24 won't be the first one I've ask or the last, but
 25 this was something that was actual brought to my

Page 123

1 attention by a resident during sessions when we were
 2 much younger when this whole thing started and the
 3 question was this: An awful lot of this traffic is
 4 going to be coming out of this building, hanging a
 5 left, getting to Center, hanging another left,
 6 getting to North, hanging other left and going over
 7 to ShopRite. Someone said to me, has any
 8 consideration been given, I appreciate your, you
 9 know, serious answer to this, the idea of a walkway
 10 over the Transit tracks in order to allow people to
 11 go to the point, use ShopRite, those uses that are
 12 on the north side of town, so that --
 13 MR. MINKS: No.
 14 MR. NIERSTEDT: -- so that -- I have
 15 to ask the question.
 16 MR. MINKS: No, and I'll tell you
 17 why.
 18 MR. NIERSTEDT: Okay, that's good.
 19 So that there isn't even incentive to drive because
 20 you can walk over there in five minutes?
 21 MR. MINKS: It would be great. It
 22 would be wonderful, but as you can see, New Jersey
 23 Transit hasn't made that accommodation in many
 24 places along those lines, they certainly haven't
 25 done so in Garwood right now.

Page 124

1 MR. NIERSTEDT: When you say they
 2 haven't made the accommodation --
 3 MR. MINKS: Other than some --
 4 MR. NIERSTEDT: -- we're on the same
 5 page and I'm not being argumentative, I just want to
 6 learn, has anyone asked for the accommodation and
 7 what kind of accommodation has been made?
 8 MR. MINKS: In order to construct
 9 something of that magnitude, first of all, you would
 10 need New Jersey Transit's full buy in and approval.
 11 Second of all, it would probably be a 10 or 15
 12 million dollar project easily because of ADA
 13 requirements, because of the construction
 14 requirements, you would need to dedicate land, and
 15 believe it or not, it's a significant -- it's just
 16 post a stamp on either side, it's actually a pretty
 17 significant area of land, not just to be able to
 18 construct it, but then just for the footprint.
 19 We actually looked into something
 20 very similar to provide what seemed to be a very
 21 simple answer to traffic across Morris Avenue in
 22 Union and the costs were absurdly prohibited, not to
 23 mention DOT and everything else.
 24 So I think it's a great concept, but
 25 I can assure you that it's unlikely that Transit

Page 125

1 would agree to it, first of all, and I have a fair
 2 amount of experience contracting dealing with
 3 Transit. If they did agree to it, it would be five
 4 to ten years before it was done, and the cost is
 5 something that I can assure you that the developer
 6 would not be able to absorb.
 7 MR. NIERSTEDT: Is it an issue for
 8 you perhaps to the traffic expert, is there anything
 9 we can do to encourage beyond what you talked about
 10 already, is there anything we can do to encourage
 11 residents who are going to be living here to
 12 actually leave their cars in the garage and do this
 13 little walkway we just talked about?
 14 THE WITNESS: I think you make the
 15 environment attractive; light it, paint it, clean
 16 it, maintain it. Make sure there's ADA
 17 infrastructure there to allow for it. I actually
 18 think the whole idea of a sky bridge or a pedestrian
 19 bridge is a very bad idea in the downtown context.
 20 I think it takes away from your downtown. I think
 21 it takes away from people walking at grade on the
 22 street making decisions as they continue to walk,
 23 that type of structure what we're talking about
 24 would take away -- you're crossing an interchange or
 25 -- I may understand it in rare cases, but what we're

Page 126

1 talk about is making it attractive and aesthetically
 2 pleasing and somewhat convenient to make that type
 3 of transaction throughout this system.
 4 MR. NIERSTEDT: I agree with you 100
 5 percent. At downtown Newark, I think those skyways
 6 there are a perfect pedestrian scape of Newark
 7 tremendously. I wish they weren't there. I'm just
 8 kind of wondering, they continue the idea that
 9 getting people out of their cars and getting people
 10 to walk. Gene, of you have an answer, I'm all --
 11 MR. JANNOTTI: Well, I was going to
 12 say ShopRite now delivers. My next door neighbor
 13 gets it delivered. I would think a lot of the
 14 people in this particular development would call up
 15 and say, "ShopRite, deliver my groceries." I don't
 16 think they're necessarily going to drive necessarily
 17 around the corner to go to ShopRite. My next door
 18 neighbor on Spruce gets delivery from ShopRite, so I
 19 just don't see that to be an issue.
 20 BY MR. MINKS:
 21 Q. Mr. Olivo, is the enhancement of
 22 surrounding retail and new users and new businesses
 23 opening up often a function of a development such as
 24 this being completed?
 25 A. Yes.

Page 127

1 Q. And does that create the kind of
 2 cyclical benefit that you'd like to see such that as
 3 residents come, the businesses come. As the
 4 businesses upscale, the residents are more inclined
 5 to walk to them?
 6 A. Yes.
 7 Q. Isn't that a function of
 8 transit-oriented development? Isn't that almost at
 9 its, pretty much at its core as to why
 10 transit-oriented, multifamily developments are
 11 encouraged in communities such as Garwood?
 12 A. It is.
 13 Q. Do you foresee that that will happen
 14 here?
 15 A. I really hope so. I think it would.
 16 Q. I actually noticed a few instances.
 17 MR. NIERSTEDT: The question I
 18 haven't asked yet is bicycle parking. Can you tell
 19 us what's being provided, numbers, how many, all
 20 that?
 21 MR. MINKS: I believe Mr. Bartels
 22 testified to it, I believe already, but Mr. Bartels
 23 is already sworn in, if you want to.
 24 MR. BARTELS: We have one bike rack
 25 proposed within the underground parking area.

Page 128

1 There's four bike racks proposed underneath in that,
 2 we'll call it the retail parking behind the retail
 3 parking underneath. They're not shown, but if the
 4 demand were there, there's also the ability to add
 5 spaces throughout the parking structure itself.
 6 MR. NIERSTEDT: And each of these
 7 racks is actually how much bikes?
 8 MR. BARTELS: Seven bikes.
 9 MR. NIERSTEDT: Now, right now
 10 there's 28 bikes?
 11 MR. BARTELS: Correct.
 12 MR. NIERSTEDT: With the ability to
 13 more. And no, Vic, I'm not going to ask for a
 14 private parking spot.
 15 MR. BARTELS: There's another one
 16 outside --
 17 MR. NIERSTEDT: So there's one
 18 outside the retail too.
 19 MR. MINKS: That would be 31 bikes.
 20 MR. BARTELS: Thirty-five.
 21 MR. MINKS: I don't do math.
 22 MR. NIERSTEDT: Last comment,
 23 question. I recognize that, you know, the Garwood
 24 train station, okay, the bus station, the platform
 25 does not provide for high level; so therefore it's

Page 129

1 not handicapped accessible. But I would ask council
 2 to think in the redeveloper's agreement to discuss
 3 with the applicant the possibility of perhaps
 4 adding, in order to encourage further transportation
 5 by train, okay, the provision of a ramp for the
 6 handicapped on at least the borough-owned side which
 7 would be the north side.
 8 I'd love it on both sides, but I
 9 realize that it's owned privately by someone else.
 10 But at least on the north side or the eastbound side
 11 -- I'm sorry, I apologize, the westbound side, track
 12 one, the ability to get a ramp for the handicapped
 13 there might further increase the ability of Garwood
 14 to get more stops.
 15 So I would ask for the council's
 16 consideration of that in the redevelopment. I'm
 17 concerned with how you're looking at me.
 18 MR. MINKS: Well, it's unlawful.
 19 MR. JANNOTTI: What the municipal --
 20 MR. MINKS: Well, he said on
 21 municipal property.
 22 MR. NIERSTEDT: The parking lot on
 23 the north side of town.
 24 COUNCILMAN SARNO: You're talking
 25 JFK?

Page 130

1 MR. NIERSTEDT: Circulation,
 2 transportation for --
 3 COUNCILMAN SARNO: I just think it's
 4 a stretch, that's why I gave you the look.
 5 MR. NIERSTEDT: No, but I want to get
 6 this down for the record. No, the avenue for open
 7 space, that's unlawful, transportation improvements
 8 are not.
 9 MR. MINKS: Well, it is unless the
 10 handicapped space -- you're saying --
 11 MR. FRASER: It's not time for this
 12 argument.
 13 MR. MINKS: Yeah, I don't want to
 14 argue anyway. I hear you and --
 15 MR. NIERSTEDT: You hear me, that's
 16 it. Thank you.
 17 MR. MINK: Any other questions?
 18 Mr. Olivo is finished. Any further questions?
 19 CHAIRMAN GREET: Questions from the
 20 board?
 21 MR. NAPOLITANO: I have a question.
 22 Where would the employees park? Is there designated
 23 areas of the employees of the retail?
 24 THE WITNESS: Well, they could park
 25 -- again, they could park anywhere. I think the

Page 131

1 idea is that they would park in the 58.
 2 COUNCILMAN SARNO: Are you going to
 3 advertise the commuter spots at all?
 4 MR. MINKS: I don't think we would
 5 advertise it initially. I think it would be prudent
 6 to lease up the space, get the system going,
 7 functioning, have some empirical data of how the
 8 system is functioning and then, you know, determine
 9 the availability. I think it's going to take some
 10 time -- Mr. Olivo, it's my understanding it takes a
 11 little bit of time for it to develop the data and
 12 actually have a body of data so that the system has
 13 averages and can then be utilized at its greatest
 14 efficiency. Correct?
 15 THE WITNESS: Correct.
 16 MR. MINKS: So I think it would be a
 17 matter of time before and then if we saw that there
 18 was great availability during the day or certain
 19 hours of the day, then yeah, I would think we would
 20 advertise its availability.
 21 COUNCILMAN SARNO: Advertise, you
 22 would have one of the key cards that you mentioned.
 23 Right?
 24 MR. MINKS: They wouldn't have a key
 25 card. They would still -- they would be parked by

Page 132

1 the hour, they would punch a ticket and it would be
 2 by the hour, because again, you need to have that
 3 function and that disincentive to people leaving it
 4 there overnight or long term or, hey, I've got a
 5 collector car, I found a place to store it, it's
 6 cheaper than renting a garage, I'm just going to
 7 leave it there. You want to have that disincentive
 8 that they can't long term park.
 9 If there was such availability that
 10 we had just a lot of available parking, we could
 11 potentially entertain the idea of longer term
 12 parking, but that is not on the radar. We want to
 13 make sure that this is managed properly and has
 14 adequate and excess for our residents, their
 15 visitors and our retail.
 16 MR. TARANTINO: Mr. Minks, did you
 17 say earlier that parking is not going to be on a
 18 fee-based schedule?
 19 MR. MINKS: No, the parking will --
 20 MR. TARANTINO: A lease will
 21 guarantee your parking spot?
 22 MR. MINKS: Yes, unless you don't
 23 want the parking spot, but there is a fee associated
 24 with the lease for the parking spot, so you are
 25 paying for parking.

Page 133

1 CHAIRMAN GREET: Is it identified in
 2 the lease as parking?
 3 MR. MINKS: Yes, it is. Typically
 4 our leases are.
 5 MR. FRASER: Even for the first
 6 space?
 7 MR. MINKS: I believe it is. Again,
 8 it serves a very valid function, because it's that
 9 disincentive.
 10 MR. FRASER: I'm not saying it's bad,
 11 it's --
 12 MR. MINKS: No, I'm not hedging that
 13 because I think it's good or bad, I just don't want
 14 to say something that's incorrect, but it is my
 15 understand and my recollection thinking of the lease
 16 document, which unfortunately I've been many times,
 17 that it is included from the very first spot.
 18 MR. TARANTINO: What do you from your
 19 past developments, what do you run in terms of
 20 vacancy?
 21 MR. MINKS: In terms of apartment
 22 vacancy?
 23 MR. TARANTINO: Yes. They're all 100
 24 percent full?
 25 MR. MINKS: No one is 100 percent

Page 134

1 full because you have turnover, so at any given
 2 moment you technically have vacancy, but we have
 3 vacancies as low as two percent in our fully leased
 4 up spaces, two percent. And again, a lot of that --
 5 a portion of that two percent is just a function of
 6 someone moving out, someone moving in and there's a
 7 little bit of overlap. But we are very fortunate
 8 that we have high occupancy and we expect that this
 9 will be a highly -- we think this will be a very
 10 popular project.

11 VICE-CHAIR VILLAGGIO: Mr. Minks,
 12 when we first did the redevelopment plan as a draft,
 13 okay, we had 550 spaces, 500 and --

14 MR. MINKS: 537.

15 VICE-CHAIR VILLAGGIO: Okay, 537.

16 MR. MINKS: But that was in a
 17 subsequent draft, that wasn't in the original draft.
 18 The original draft had less than 1.5 spaces per unit
 19 and then it was revised up by Mr. Vinegra.

20 VICE-CHAIR VILLAGGIO: Okay. And
 21 they went all the way down to 411, you know, which
 22 was like another draft. Then it was ultimately
 23 settled at 408.

24 MR. MINKS: 469. The adopted plan
 25 requires a minimum spaces of 469 for the overall

Page 135

1 development.

2 VICE-CHAIR VILLAGGIO: And now you're
 3 going to have it at 482?

4 MR. MINKS: We have 482.

5 VICE-CHAIR VILLAGGIO: Now, if it was
 6 at 537 where would those extra spots have been?

7 MR. MINKS: That would require the
 8 construction of an additional parking deck.

9 MR. NIERSTEDT: An additional floor.

10 MR. MINKS: I'm sorry, an additional
 11 level of the parking deck which would have been
 12 constructed based on an earlier iteration of the
 13 redevelopment plan that had far greater density of
 14 apartment units because --

15 VICE-CHAIR VILLAGGIO: It was 315.

16 MR. MINKS: Right. And when that was
 17 negotiated down and the developer conceded to the
 18 density reduction, there was an associated reduction
 19 of parking because you wouldn't build the extra
 20 floor of the deck sticking up above the overall
 21 building just to artificially enhance the parking
 22 ratio.

23 VICE-CHAIR VILLAGGIO: Okay. And so
 24 where we're all now based upon what I've heard, it's
 25 adequate for the apartments that are being built?

Page 136

1 THE WITNESS: Yes.

2 CHAIRMAN GREET: And just to jump in
 3 here a little bit. I am going to ask Mr. Klein for
 4 his input on this part of it. So finish your
 5 questioning with this witness and then --

6 MR. NIERSTEDT: Maybe you're headed
 7 the same place I was, but that's where -- I was just
 8 going to let Mr. Olivo off the hook and I was going
 9 to start asking questions of Mr. Klein. Do you want
 10 me to wait?

11 CHAIRMAN GREET: Yeah, I want you to
 12 wait.

13 MR. MINKS: If I might, if Mr. Klein
 14 is going to make a statement or testify, I would ask
 15 that he testify and then I first have the
 16 opportunity to cross-examine him based on his
 17 testimony. I don't know what his testimony is going
 18 to be.

19 CHAIRMAN GREET: That's fine, sure.

20 MR. MINKS: And I may or may not, but
 21 I would just want that opportunity before the board
 22 questions him.

23 CHAIRMAN GREET: So any other
 24 questions of this witness?

25 MR. FRASER: I would recommend that

Page 137

1 you open up questioning of this witness to the
 2 general public then conclude this witness. And then
 3 you're going have Mr. Klein -- I'm not necessarily
 4 sure that I agree with Mr. Minks in the order of who
 5 should be questioning Mr. Klein first, but I don't
 6 know that it matters. I'll worry about that in a
 7 moment, but why don't we finish with this witness.

8 CHAIRMAN GREET: Any other questions
 9 of the board for this witness?

10 Seeing none, I'll open it up to the
 11 general public. Any questions of this particular
 12 witness?

13 MR. PATERSON: Bruce Paterson, 325
 14 Willow Avenue.

15 I'll tell you, I appreciate Bill
 16 trying to be proactive on damage control when it
 17 comes to the intersection being F rated. To my I
 18 guess what you're saying is the intersection is F
 19 rated, it's okay to build more and to put more cars
 20 into the intersection because it continues to be F
 21 rated and maybe it's a little bit better, you know,
 22 if you build 300 units, that actually gets to be
 23 better, I guess, is that what you're saying?

24 THE WITNESS: No. What we talked
 25 about is that there's some -- the intersection

Page 138

1 itself is not operating at level of service F. When
 2 we look at the aggregate of all the movements, it's
 3 operating better than that as a whole, but there are
 4 movements during the peak times that operate at
 5 level of service F.
 6 And during the peak times what I'm
 7 contenting is that that is okay in the environment
 8 that we're in because it's a multimodal environment.
 9 Some approaches may get better as a result of signal
 10 retiming, sister rephrasing, mitigation measures
 11 that we're proposing. But there are some approaches
 12 that will get less because there's more volume
 13 traveling through the network, but that is not the
 14 end all be all of determining the impact, that's my
 15 point.
 16 MR. PATERSON: So I guess you're
 17 saying F is acceptable?
 18 THE WITNESS: F is acceptable to me.
 19 F can be acceptable to municipalities, to counties,
 20 to the Department of Transportation in the right
 21 context. And here a level of service F, in my
 22 opinion, is something that we can accept in the
 23 bigger picture of the project.
 24 MR. PATERSON: You also mentioned
 25 about the severity of auto accidents. I guess if

Page 139

1 there's not a severity found in the study, then F is
 2 also fine?
 3 THE WITNESS: That's one of the
 4 things that we look to, yes, is there a high rate of
 5 injuries or fatalities. I did not see that as part
 6 of my review of the accident history here. So
 7 safety is part of that.
 8 MR. PATERSON: Just a further
 9 conjecture then, you mentioned, you know, and we
 10 mentioned, you know, possibly 73 units over there, I
 11 mean, you know, that's more or less maybe build --
 12 I'm not saying it's going to be approved, but that's
 13 what we're looking at. There possibly could be
 14 other major projects up and down this area on South
 15 Avenue also putting additional cars into the
 16 intersection which is already F. So it sounds like
 17 it really doesn't make a difference how much is
 18 being built as long as there's no severity of
 19 accidents. Is that what it's coming down to looking
 20 at this intersection here?
 21 THE WITNESS: Well, I think it plays
 22 into a lot of different design elements. Safety to
 23 me is paramount. Certainly the severity of
 24 accidents is important to look at. But if new
 25 projects add new volume, their access management

Page 140

1 should be designed safety, their driveways should be
 2 designed safely. They should be designed in a way
 3 where they can connect to the infrastructure that we
 4 have or they don't violate driver expectation.
 5 These are the things that I look to in term of
 6 traffic impacts. You can't just simply build a
 7 project without any adherence to industry standards
 8 or design principles and things like that. Without
 9 knowing what they are, it's very difficult to say.
 10 But my broader point is adding
 11 traffic to this network does not necessary create an
 12 adverse impact that would need mitigation, widening,
 13 things like that.
 14 MR. PATERSON: I don't recall if this
 15 was you or Mr. Nierstedt that said it, but it ended
 16 up if a resident asks about this project impacting
 17 the intersection, the response should be, well, why
 18 don't you take a bus. Did you say that? I heard
 19 that.
 20 CHAIRMAN GREET: No, no, no.
 21 MR. PATERSON: And I could easily
 22 read it in the transcripts later.
 23 CHAIRMAN GREET: Read the transcript
 24 then, but right now, that's not even appropriate.
 25 MR. PATERSON: Did somebody say that?

Page 141

1 CHAIRMAN GREET: No, not that I know
 2 of. Not that I'm aware of.
 3 MR. PATERSON: Pedestrians.
 4 Obviously, we're looking at a transit-oriented
 5 development and hope they're using the train stops.
 6 The pedestrian impact, the duration of the light, is
 7 there like studies on that where the amount of
 8 pedestrians on one side and a bus stop or a train
 9 stop on the other side of intersection. Is there
 10 some kind of studies of how long the light should
 11 be?
 12 THE WITNESS: Yes, there are
 13 guidelines for how long the light should be based on
 14 the crossing time and how many calls are put to the
 15 push button. There's an actuation phase that clicks
 16 into effect when the push button is pressed and that
 17 gives time to that approach. And so, the signal
 18 timing and phasing, that's created by the county or
 19 the DOT or the municipality builds that into it.
 20 MR. PATERSON: Pedestrians crossing
 21 the intersection, you know, pushing the button and
 22 whatever the duration of the crossing would be, I
 23 mean, does that impact the queuing of the cars?
 24 THE WITNESS: It could.
 25 MR. PATERSON: I mean, did you take

Page 142

1 into account? Being that it's an F already, but did
 2 you consider that?
 3 THE WITNESS: Yes, that's why level
 4 of service by itself is somewhat short-sighted
 5 because that only looks at the car. By providing
 6 more crossing time for pedestrians, we'd create a
 7 better pedestrian environment, but it has to be
 8 balanced with the amount of time it takes for a car
 9 to progress through, so we've analyzed all that.
 10 MR. PATERSON: Oh, it might have been
 11 Mr. Nierstedt that brought it up, but New Jersey
 12 Transit, you know, I have brought this up before
 13 about -- I don't recall anybody real saying to New
 14 Jersey Transit how many spots do we need for
 15 commuters to get extra stops, is there a number that
 16 you know of?
 17 THE WITNESS: No, no magic number.
 18 MR. PATERSON: I mean, if the train
 19 stops -- if we don't get any extra train stops, is
 20 that 15 percent commuter credit still come into
 21 play?
 22 THE WITNESS: Yes.
 23 MR. PATERSON: Do you know how many
 24 train stops we have?
 25 THE WITNESS: Not off the top of my

Page 143

1 head.
 2 MR. PATERSON: But you took a 15
 3 percent credit anyway?
 4 MR. WITNESS: I think we could take a
 5 bigger than 15 percent credit here based on the
 6 proximity. The number of train stops, the headway
 7 is important, but not to the extent where it would
 8 move the needle in terms of the reduction.
 9 MR. PATERSON: You probably don't
 10 know the answer to this, but the -- I think it's 500
 11 residents, I don't know how many will end up as
 12 commuters. Being that it's transit-oriented,
 13 obviously there will be a percentage of residents
 14 who commute. Would you have a guess as to how many
 15 that would be?
 16 THE WITNESS: That would be the
 17 15 percent, the number. If you then applied that to
 18 the trip generation and the peak, then you could
 19 take from there and assume that they would be using
 20 either public transit, carpool, ride share, things
 21 like that.
 22 MR. PATERSON: All right, 500 people,
 23 15 percent, 75 people. Is that what you're saying?
 24 THE WITNESS: No, no, I'm talking the
 25 trip generation in the morning, the evening and

Page 144

1 Saturday which is all in the traffic impact study.
 2 MR. MINKS: And Mr. Paterson, there's
 3 been no testimony that there will be 500 residents
 4 in the building, obviously that's conjecture.
 5 MR. PATERSON: No, that was actually
 6 way back two years ago.
 7 CHAIRMAN GREET: Okay. Let's just
 8 stick with the questioning of the applicant
 9 specifically, because he would have to guess on that
 10 anyway.
 11 MR. PATERSON: Parking. I still have
 12 a tough time understanding those 58 spots that are
 13 for retail, there's an -- and I wasn't in one of the
 14 meetings, maybe there was testimony, but there's a
 15 roof over those 58 spots, it's a covered area.
 16 MR. MINKS: It's not a roof, it is a
 17 -- there is a courtyard above that. It's
 18 essentially a structured -- it's part of structure
 19 deck, it just does not have a parking deck above it.
 20 Instead it has a courtyard that would be available
 21 as part of the amenities space for the residents.
 22 That was testified to by Mr. Johnson, our architect,
 23 Mr. Duda, our landscape architect, and also
 24 Mr. Bartels, our engineer.
 25 MR. PATERSON: There's a courtyard.

Page 145

1 I mean, there's going to be like an opening that you
 2 could actually see down?
 3 MR. MINKS: Correct, but you won't
 4 see down into a parking deck or a parking area, you
 5 will see a landscaped amenities space for the
 6 residents.
 7 CHAIRMAN GREET: And that was
 8 discussed at a prior meeting.
 9 MR. MINKS: Correct, that was
 10 testified to principally by Mr. Duda in terms of the
 11 landscaped --
 12 VICE-CHAIR VILLAGGIO: That was at
 13 the first meeting.
 14 MR. PATERSON: My question is, those
 15 58 spots, and I asked this last meeting of
 16 Mr. Bartels. To me it seems it's going to be,
 17 although I guess the skylight, there's some kind of
 18 opening in it, it's going to be enclosed on all four
 19 sides except for an entrances and exits in the spot,
 20 in the parking area. Right?
 21 THE WITNESS: I'd have to defer --
 22 you'd really have to speak to --
 23 MR. MINKS: Mr. Bartels testified
 24 when you asked him that that that area would be
 25 vented, obviously, it would just be --

Page 146

1 MR. PATERSON: But Mr. Olivo, he's
 2 the parking expert. Right?
 3 MR. MINKS: Correct.
 4 MR. PATERSON: That area, if it's
 5 going to have a -- I'm going to call it a roof
 6 anyway, a roof, it's going to be enclosed on all
 7 four sides. I think it's going to be very
 8 disorienting to the drivers in that area. Is there
 9 a possibility -- is that enclosed? You know,
 10 parking deck usually have openings, you know, out to
 11 the sides where you can actually see. But now when
 12 you're enclosing the sides, you're going to be very
 13 disoriented when you're driving around.
 14 MR. FRASER: Bruce, is there a
 15 question?
 16 CHAIRMAN GREET: Is there a question?
 17 MR. PATERSON: Yeah. The question
 18 is, would it be wise, and I asked this last time
 19 that instead of two-way driving around those spots,
 20 just to have it one direction circulation?
 21 THE WITNESS: No, I don't believe so.
 22 I don't believe so.
 23 MR. PATERSON: So drivers wouldn't be
 24 disoriented at all?
 25 THE WITNESS: No, I don't think so.

Page 147

1 MR. PATERSON: Okay. Thank you very
 2 much.
 3 CHAIRMAN GREET: Okay, you're quite
 4 welcome.
 5 Anyone else from the general public?
 6 Seeing none, I'll close that portion of meeting.
 7 I have two minutes, so I would like
 8 to bring you, Mr. Klein, up and have him testify on
 9 our behalf.
 10 MR. KLEIN: Are there specific
 11 questions that you want to ask me?
 12 CHAIRMAN GREET: Well, I'd like to
 13 know of the synopsis of what you're heard tonight as
 14 far as the parking ratio and the traffic studies
 15 that we performed.
 16 MR. KLEIN: Yeah, I think that the
 17 parking that they're proposing meets the minimum
 18 standards for the redevelopment. From the studies
 19 that I conducted and from the data that they
 20 provided for parking, I think it's close, but I
 21 think they have alternative ways to manage the
 22 parking there. They'll have the smart parking
 23 system that will tell people whether they're
 24 available spaces in the facility altogether. They
 25 have the ability for valet parking to pick up and

Page 148

1 drop off people, so that will be more efficient use
 2 of the parking as well.
 3 So with all those factors, I think
 4 they're, you know, right there at the minimum. And
 5 you know, the testimony of Mr. Olivo about the more
 6 you build, the more they'll park, I agree with that
 7 as well, but there is a certain minimum that you're
 8 going to need. There really is no overflow parking
 9 available anywhere. There's not a lot of street
 10 parking, there's not another parking deck somewhere
 11 that people can say, oh, I need my third car, I'll
 12 use the spaces across the street.
 13 So it's important that they have
 14 enough to park their residents. And in order to
 15 have a vital retail and a vital restaurant
 16 operation, they're going to have to have enough
 17 parking. And I think with the valet system, with
 18 the smart system, I think they'll have enough
 19 parking. If a second restaurant were to come in,
 20 that may be an issue. So we'll have to see how it
 21 goes when they come in with an actual operator of
 22 actual tenant for some of the spaces there, because
 23 if it was all restaurant, that would be tough. I
 24 think they even admitted that, you need the mix of
 25 retail that generally closes at 7, 8:00 in the

Page 149

1 evening, restaurants that start to get busy at 6,
 2 7:00 in evening, residents that come home after work
 3 and some that come home after the gym.
 4 So I think it's a complimentary use
 5 of the parking. And with the management system, I
 6 think they'll get good efficiency out of the parking
 7 garage.
 8 CHAIRMAN GREET: So in your opinion,
 9 you would agree that, and I'm not trying to put
 10 words in your mouth, but you would agree there is
 11 adequate parking for this to work for the borough
 12 for this construction?
 13 MR. KLEIN: Yes, yes, based on the
 14 ratios that they've come up with and the way they're
 15 managing their parking, I think it is. I think,
 16 though, if they were to build more, I think the
 17 commuters would use that. I know there's
 18 deficiencies and wait lists in Westfield and
 19 Cranford for parking, so I don't think -- if it
 20 turns out that this building is occupied by 90
 21 percent of people are coming from Brooklyn and they
 22 have one car there's going to be extra spaces. I
 23 think those spaces would go to use with commuters,
 24 people that are already in the area that need that
 25 parking spot.

Page 150

1 So I don't think they'll be an issue
 2 using the parking. I think managing it properly
 3 will get the most efficiency out of it.
 4 CHAIRMAN GREET: Okay. Thank you.
 5 MR. FRASER: But at the end of the
 6 day, you think there's enough?
 7 MR. KLEIN: I don't have a crystal
 8 ball, but you know, the data that --
 9 MR. FRASER: In your professional
 10 opinion.
 11 MR. KLEIN: In my professional
 12 opinion, I think that the data they provided
 13 supports it, the research that I did supports that.
 14 And again, it's going to come down to the types of
 15 retail uses, the restaurants, the amount of seats in
 16 the restaurant, the bar, the hours of the
 17 restaurant, whether we get -- when we get to that
 18 point, we really have to manage it and maybe valet
 19 is Thursday night, Friday night, Saturday night if
 20 it's that busy of an operation.
 21 MR. FRASER: Were there any portions
 22 of Mr. Olivo's testimony concerning traffic to which
 23 you would take exception?
 24 MR. KLEIN: No. I've reviewed his
 25 report, I reviewed the updated report. I agree with

Page 151

1 the conclusions that he's come up with. There is
 2 that balance between pedestrian activity and
 3 vehicular activity and it's -- the complete streets,
 4 you've heard that term before, that you want to be
 5 able to accommodate pedestrians, bicycles, cars,
 6 trucks, handicap, all that to be able to make it
 7 operate well.
 8 So I agree with some of the
 9 statements that he made about slowing down and
 10 calming traffic by having a certain amount of
 11 congestion and giving people the opportunity to say,
 12 yeah, maybe I'll walk to the restaurant instead of
 13 drive anywhere or I'll take a job where I can use
 14 the train and that's why I'm going to live here.
 15 MR. FRASER: What I'm interested in
 16 is not so much where you agree with Mr. Olivo. I'm
 17 inquiring, are there specific areas of his traffic
 18 testimony in which you would disagree or you would
 19 take exception or do you agree with him?
 20 MR. KLEIN: No, I agree with him. He
 21 didn't really get into much of the comparison of
 22 what the prior use, he mentioned it a little bit.
 23 He didn't get into some of the
 24 numbers, but there's -- if we were to go back when
 25 it was an active site, it generated traffic. Again,

Page 152

1 it was an opposite direction, it was people coming
 2 in in the morning to go to work and leaving in the
 3 evening and it's the opposite now, but there was
 4 still activity there. It's not a virgin site where
 5 there's just, you know, a farm right now and we're
 6 buildings it up from scratch, so there's always been
 7 activity here.
 8 MR. FRASER: Thank you.
 9 MR. KLEIN: Sure.
 10 CHAIRMAN GREET: I just have a quick
 11 question. If there were no smart system or valet
 12 parking available, all right, if that wasn't part of
 13 this mix, what would your evaluation have been at
 14 that point in time?
 15 MR. KLEIN: Then I'd be more
 16 concerned with the parking, because I did some
 17 shared parking calculations on my own just to see
 18 how it would work with a certain amount of
 19 restaurant, retail and residential and it gets tight
 20 in there. Depending on how, what kind of ratio
 21 you're using, if you're using the one, one and a
 22 half and two for the one, studios, one and a half
 23 and two-bedrooms and the two for the three, it gets
 24 to point where they're right there at the number 42,
 25 and then there's times where they're a little bit

Page 153

1 deficient by about 24, 25 spaces. But with the
 2 smart operation and the ability to valet park, and
 3 probably make that 58 into maybe 78 or 80 parking
 4 spaces, then I think they'll be able to manage it.
 5 CHAIRMAN GREET: So in layman's
 6 terms, it kind of puts it over the top?
 7 MR. KLEIN: Over the top as far as --
 8 CHAIRMAN GREET: I mean, they meet
 9 the criteria.
 10 MR. KLEIN: I mean, they certainly
 11 meet the minimum in the redevelopment plan. And
 12 like I said, at first when I first reviewed it
 13 several months ago, they didn't have the smart
 14 parking management, they didn't talk about valet and
 15 that was when I was a little bit concerned. And
 16 then I think probably because of some comments of
 17 the comments I made, they went back and rethought it
 18 and they said, well, let's bring in valet and let's
 19 do something to management the parking.
 20 COUNCILMAN SARNO: Can I piggyback
 21 your question?
 22 CHAIRMAN GREET: Yeah, absolutely.
 23 COUNCILMAN SARNO: So the adequacy of
 24 the 482 spots is contingent on the smart parking
 25 system and the efficiencies described with the

Page 154

1 valet. Would you agree with that?
2 MR. KLEIN: In my opinion, yes, I
3 agree with that.
4 MR. NIERSTEDT: So then, Mr. Klein, a
5 few questions. One is, looking at your December 8th
6 letter, so you're total in number five, page 2,
7 where you say the site plan requires 570 parking
8 spaces. How was that number calculated? I assume
9 it's the no shared parking -- additions for each and
10 every use?
11 MR. KLEIN: No, I think that you're
12 talking about my comment number five, 570, that was
13 when I had just used the number 1.5 times 298
14 apartments. I didn't use the one, the one and a
15 half for the twos and the -- so the calculation was
16 based on I think it was a --
17 MR. MINKS: That was a, there was a
18 draft of the redevelopment plan that was --
19 MR. NIERSTEDT: Is that what you were
20 talking about earlier?
21 MR. KLEIN: Yes.
22 MR. MINKS: So that was inaccurate
23 and that's what I alerted Mr. Klein to earlier
24 today.
25 MR. NIERSTEDT: Okay. So if that

Page 155

1 number were to be changed, if you haven't done the
2 count, that's fine, but if that number were to be
3 changed, it's would be changed to 469, okay.
4 MR. KLEIN: Correct.
5 MR. NIERSTEDT: Okay. Then,
6 Mr. Klein, are there other -- are any questions in
7 your December 8th, 2017, memo that have not been
8 addressed or that you should provide the Chair or
9 the board attorney with recommendations as far as
10 conditions of approval? Or maybe not begin this far
11 right now, I'm guess I'm asking the Chair, maybe you
12 can ask Mr. Klein if there are things that are not
13 responded to, if we could can ask him to provide
14 those questions in the form of a condition of
15 approval for when we get to voting and resolution, I
16 think that would be appreciated.
17 MR. KLEIN: So how do you want me to
18 handle -- you want me to go through there
19 January 19th response and come up with a response
20 saying that --
21 CHAIRMAN GREET: Have you reviewed
22 their responses to each and every one of your
23 questions.
24 MR. KLEIN: Yes, yes.
25 CHAIRMAN GREET: The ones that they

Page 156

1 have not responded to, are there any? Or if there
2 are, I would like that highlighted.
3 MR. KLEIN: Okay. I don't want to do
4 that on the spot, so if I can go back and just look
5 at them, we're not going to finish tonight anyway.
6 MR. FRASER: Yes. I think Bill's
7 point is that it's going to make my life easier. If
8 you just give us a list of conditions that you think
9 are necessary and obviously provide a copy to
10 Mr. Minks as well.
11 MR. KLEIN: Sure.
12 MR. MINKS: Yeah, I would suggest
13 that you have a dialogue with Chuck and you guys
14 talk and make sure that everybody is on the same
15 page, it's certainly our intent to comply with, but
16 I believe everything has been addressed and we
17 certainly will have that discussion.
18 MR. FRASER: Right, then at least
19 I'll have documentation.
20 MR. KLEIN: Yeah, it will put closer
21 on their January 19th response.
22 MR. NIERSTEDT: The only time I
23 disagreed with Mr. Olivo all night, okay, was when
24 he made a statement about Mr. Paterson's comment
25 about the 15 percent.

Page 157

1 I would agree with you if we had a
2 fully operating station, but we don't. The majority
3 of Garwood residents who take the train -- I'm sorry
4 -- who commute by mass transit, either A, drive to
5 Cranford. That's why there aren't enough spaces in
6 Cranford, because Garwood residents use them in
7 addition to Cranford residents, but they also take
8 the bus, because you could catch the train going to
9 New York in the morning easy enough between 7 and 9.
10 MR. KLEIN: At Garwood.
11 MR. NIERSTEDT: At Garwood. The
12 difficulty is coming home. You miss one train
13 coming to Garwood, you're sitting there for an hour
14 in Newark.
15 So that 15 percent, do you still
16 think that is a legitimate number? And I want to
17 follow that up with a question that Mr. Minks and
18 the mayor and council also will understand why.
19 MR. KLEIN: Well, correct me if I'm
20 wrong, Chuck, did you use the 15 percent or you said
21 it could have been -- you could have discounted it
22 by 15?
23 THE WITNESS: We used the 15 percent
24 based on the IT guidelines of proximity of train,
25 bus and other sources of public transit.

Page 158

1 MR. KLEIN: Right, but there's also
 2 some data in here from the census that said 21
 3 percent of residence of Garwood and neighboring
 4 communities of Cranford and Westfield use public
 5 transportation. So what you're saying is they may
 6 be using mass transit, but they may be driving to
 7 Cranford.

8 MR. NIERSTEDT: They are, correct.

9 MR. KLEIN: And it's because of the
 10 ride home. In the morning, it's not a problem. You
 11 have to catch the one or two trains during the peak.

12 MR. NIERSTEDT: And the reason I
 13 bring that up is because again, I want to go back to
 14 the mayor and council in terms of the redevelopment
 15 agreement, in terms of working with the applicant,
 16 if we can please, if and when this approval, this
 17 plan is granted approval, please petition New Jersey
 18 Transit again indicating new development, indicating
 19 numbers of anticipated users, indicating, as
 20 Mr. Olivo mentioned earlier, that we don't still
 21 have the parking spaces that New Jersey Transit
 22 requires, but based upon the construction of the
 23 development of a true mixed-use development from
 24 where you're walking to public transportation, that
 25 we are designating additional transit stops.

Page 159

1 MR. MINKS: We'll certainly join in
 2 that effort.

3 MR. NIERSTEDT: I appreciate that.

4 VICE-CHAIR VILLAGGIO: Just to point
 5 something out, back when we did additional stops in
 6 2009 we received four additional stops. I was
 7 involved in that with the mayor. We have a letter
 8 that was signed by all parties with regard to, you
 9 know, if we do what we're, you know, what they've
 10 indicated that they'll look at it and I still have
 11 that letter.

12 MR. NIERSTEDT: Resurrect that letter
 13 and send it again.

14 VICE-CHAIR VILLAGGIO: I have that
 15 letter, and it's part of the report that was done by
 16 the Transit.

17 MR. MINKS: So it was 2010, I guess.

18 VICE-CHAIR VILLAGGIO: That was the
 19 final report was 2010, but when we originally met
 20 with them, I met with them a couple of times with
 21 them, NJTPA and Union County. We all signed a
 22 letter with regard to this train station which I
 23 still have.

24 MR. NIERSTEDT: I'm glad you do.

25 CHAIRMAN GREET: Frame it right over

Page 160

1 here.

2 COUNCILMAN SARNO: Let me throw some
 3 numbers to what your question is. I mean, I think
 4 going east towards Newark and New York out of 20
 5 rides that go east, I think only eight stop in
 6 Garwood, so they stop 40 percent of the time. I
 7 think that goes to your point and that I think goes
 8 back to the original question of the 15 percent, and
 9 is that an adequate figure knowing that it only
 10 stops here 40 percent of the time?

11 MR. KLEIN: Do you know how many on
 12 the way back? Because it sounds like the way back
 13 is why you choose not the leave Garwood, because
 14 coming home you'd have one to choose from.

15 MR. FRASER: It's also in Garwood the
 16 ability to commute and plan your time. I know it'd
 17 catch such and such a train, but if you're getting
 18 done from work in New York and you miss the one, you
 19 will sit an hour 45 minutes.

20 MR. VINEGRA: My observations over
 21 the summer when they started construction at Penn
 22 Station, I think we have much more people take the
 23 113X than take the train. The 113X frequency at the
 24 stop is very frequent, sometimes the bus --

25 VICE-CHAIR VILLAGGIO: Two buses.

Page 161

1 MR. VINEGRA: Yeah, so I think all of
 2 you met at this train, the 113X would become a much
 3 more viable --

4 MR. MINKS: That would have been my
 5 question to Mr. Klein. I think the availability of
 6 a discount is premised upon the availability of
 7 multiple mass transit opportunities. It's not a
 8 function of how many people use the train, when they
 9 use the train and how many people use the bus, it's
 10 the availability and the proximity of the
 11 transit-oriented development in question to those
 12 available mass transit opportunities.

13 MR. NIERSTEDT: Right. All that is
 14 well and good, but I happen to have this train
 15 schedule in my hand --

16 MR. MINKS: I trust Mr. Sarno is
 17 probably right.

18 MR. NIERSTEDT: I do too, but my
 19 question was about coming back. And if you look at
 20 the schedule, the only places where there are blanks
 21 is in Garwood, and this is coming back and this is
 22 all during the day from New York out from New York
 23 Monday through Friday, only 15 of the 26 stop in
 24 Garwood.

25 MR. MINKS: And I think, Mr. Klein,

Page 162

1 would it be fair to say that an argument could be
 2 made that a leg up on the opportunity to meet with
 3 Transit and get some credibility as to the need for
 4 additional stops would be something such as a
 5 multifamily transit-oriented development that had
 6 not been there before that will add an additional --
 7 MR. KLEIN: Right, but which comes
 8 first? Are you selling this as you have great
 9 service to New York City, you have to make sure you
 10 mention you have bus as well as train. Coming back
 11 you may not have great service, but if you live here
 12 we promise we'll work hard to get better service
 13 coming back. I mean, which comes first?
 14 Transit wants to see the people and
 15 the riders and they'll say, oh, we'll give you
 16 another stop. But you'd like to see more stops so
 17 you can entice people to come in that don't need
 18 cars that will take the train.
 19 MR. NIERSTEDT: But you have to
 20 understand, every time you make a stop it's a
 21 three-minute delay.
 22 MR. KLEIN: Right, so they're going
 23 to have to take from someone else. They're not just
 24 going to stop at Cranford, Garwood --
 25 MR. NIERSTEDT: Going forward, try to

Page 163

1 get it.
 2 CHAIRMAN GREET: Anyone else on the
 3 board have any questions?
 4 Victor, do you have any questions of
 5 Mr. Klein?
 6 MR. VINEGRA: No, just that I've also
 7 done -- I mean, I listened to Mr. Olivo, I don't
 8 know if he's coming back at the next meeting, he did
 9 specific site studies with our firm working with
 10 Mr. Klein.
 11 In Union County, along with the
 12 northeast corridor, one space per unit seems
 13 sufficient in towns like Elizabeth, Rahway and
 14 Linden where they have parking decks and better
 15 service.
 16 Along the Raritan Valley Line, I just
 17 looked at a couple projects in Cranford and Fanwood.
 18 Cranford, further out not directly across the street
 19 from the train station, I counted 1.4 parked at
 20 night at 10:00 at night on weekdays. Fanwood we had
 21 1.25 spaces used per parking. So I wasn't getting
 22 the one per unit in the Raritan Valley Line of Union
 23 County. Cranford built their project out at one per
 24 unit and they were not successful. We had a meeting
 25 with their parking director, in fact, they had to

Page 164

1 close off 47 spaces on side streets.
 2 So number one, I'm not comfortable,
 3 but --
 4 MR. MINKS: We're not proposing one.
 5 MR. VINEGRA: No, you're not, and I
 6 didn't say you were, but there was testimony that
 7 something around one. But when you look at the
 8 overlap, you don't want to under park this facility
 9 to impede so they don't get a successful rent
 10 drawing, because that was something we always wanted
 11 here.
 12 And looking at their numbers and Mr.
 13 Klein's numbers and Mr. Olivo's numbers, they're
 14 there. They're right on the edge where if you get
 15 the reduction for shared parking, you get the
 16 reduction for -- you know, a good restaurant can
 17 easily take 96 spaces, which is more than the
 18 retail. A good two restaurants could take up 96
 19 spaces, but I think they come up with a nice
 20 alternative being valet, being computerized parking,
 21 being able to be flexible, taking a ticket so you're
 22 not going to get parent parking there, you know.
 23 The problem we're having at the other facility in
 24 Garwood you have parent parking, which they're not
 25 going to have.

Page 165

1 So being heavily managed, being
 2 computerized slightly and having valet should help.
 3 My fear is, you know, you're right on the razor's
 4 edge, but I think they're a little bit on the
 5 razor's edge, but I feel also the parking demand
 6 will diminish over time, that people will have less
 7 cars. And also, they have some space they haven't
 8 testified to which I'm happy they didn't use, is
 9 that we could probably get between the nice spaces
 10 across the street and our street spaces, we could
 11 probably get 26, 27 cars on the street. It's not a
 12 bad thing, it calms traffic and it exists in
 13 downtown Cranford and it exists in downtown
 14 Westfield. So there is some room for over flow for
 15 the restaurant, the valet they've agreed to place
 16 the valet -- which is I think very key, you know, if
 17 the renters don't -- they got fob for one, they get
 18 a fob for one, they're not going to stay there.
 19 And also, I think from talking to
 20 Mr. Fraser who was an occupant of one of these
 21 facilities, is I think as more of these facilities
 22 come online, they'll have more younger folks moving
 23 in and less millennials, because we've been finding,
 24 our studies --
 25 MR. FRASER: You're calling me a

Page 166

1 millennial?
 2 MR. VINEGRA: No. What we've been
 3 finding in some of the studies is that people who
 4 are occupying, the initial occupiers of some these
 5 newer apartments are not so much commuters, they're
 6 just people selling their homes looking for a
 7 temporary occupancy in the area, new construction.
 8 So I think as we get more of these
 9 facilities to come online as the Westfield starts to
 10 build theirs out, Cranford builds more of theirs out
 11 and we build more of ours out, I think the demand
 12 will go down, the parking demand, because I think
 13 you'll have less baby boomers in these buildings and
 14 more millennials and I think the parking demand will
 15 go down.
 16 So I think some of higher numbers
 17 that I'm finding now are because they're not
 18 commuters, they're just people -- there's not a lot
 19 of new apartments in Union County that are
 20 available. There's not new construction. People
 21 who want new construction sold their homes, who
 22 don't want to get into another home, there's not a
 23 lot available at a good location with amenities.
 24 So I'm just saying, my number were a
 25 little higher than theirs, but I'm thinking in Union

Page 167

1 County my number will go down eventually to about
 2 that 1.25 range.
 3 MR. MINKS: And Mr. Vinegra, I think
 4 our numbers, our high numbers that Mr. Olivo
 5 testified to are about in the 1.4 range. If there's
 6 one outlier that's over a half a mile away from a
 7 transit opportunity, that is the 1.47 in Cranford,
 8 but the others are 1.4 and 1.2 and 1.3, which are
 9 all at or below what we're providing.
 10 So I think we're in line with the
 11 high that you're seeing in the immediate region of
 12 1.4 approximately.
 13 MR. VINEGRA: The only thing is if in
 14 our ordinance they gave -- three per thousand is
 15 quite low. I mean, to use three per thousand, it's
 16 not -- it's all according to what type of retailers
 17 we have in there. I mean, hopefully, we have very
 18 successful retailers. Hopefully their demands are
 19 higher than three per thousand. Hopefully the
 20 demand for parking in general diminish over time.
 21 So I know in the beginning there was
 22 some discussion about, well, commuters, there's no
 23 room for -- if we have these parking ratios, there's
 24 no room for outside commuters to use that lot, but
 25 that may not be true. I mean, even at these numbers

Page 168

1 that are less than that initial numbers, and I wrote
 2 a lot of pages about this. I listened to testimony.
 3 I have an open mind and I'm being convinced that
 4 there will be some, hopefully some parking within
 5 this facility available to commuters that do not
 6 live there and will pick up some of the slack that
 7 we have in this area and some of the demand that we
 8 have in this area hopefully by smart parking, and
 9 that was one of the reasons that we permitted such
 10 density so close to the train station. So I think
 11 there is some room for that too over time if
 12 properly managed. Hopefully 20 spaces can be
 13 available to commuters to promote ridership to get
 14 the addition stop.
 15 CHAIRMAN GREET: Mr. Minks, would you
 16 like to cross-examine him?
 17 MR. MINKS: No, I have no further
 18 questions.
 19 CHAIRMAN GREET: Okay. Any questions
 20 from the board?
 21 Seeing none, I'll open it up to the
 22 general public.
 23 Bruce.
 24 MR. PATERSON: Mr. Klein, Bruce
 25 Paterson, I guess you agree that the level of

Page 169

1 service is rated F at the intersection at various
 2 times?
 3 MR. KLEIN: Certain approaches,
 4 certain movements have an F at certain times, yeah,
 5 not the whole intersection.
 6 MR. PATERSON: And so you feel
 7 comfortable with those finding with an F?
 8 MR. KLEIN: I don't know if you heard
 9 him, but he's making changes to the traffic signal
 10 timing. They're lengthening the cycle from I think
 11 75 seconds to 90 seconds. And with all the
 12 actuation and all that, it will be a snappier
 13 operation. So he's actually improving it back to,
 14 for the most part, the no-build condition.
 15 MR. PATERSON: I did hear him, but
 16 he's for the developer, you're for the town.
 17 MR. KLEIN: Sure.
 18 MR. PATERSON: That's why I wanted to
 19 ask you the question.
 20 MR. KLEIN: Sure.
 21 MR. PATERSON: You mentioned you
 22 probably testified approximately a hundred times, I
 23 think that's what you said at the very beginning
 24 when you were being sworn in. Is that what you
 25 said?

Page 170

1 MR. KLEIN: Yes.
2 MR. PATERSON: Okay. Just roughly,
3 if you had to guess, what's the percentage of where
4 you testified for the township versus for the
5 developer?
6 MR. KLEIN: I wouldn't say half. I
7 would say has been a third.
8 MR. PATERSON: So it's a substantial
9 portion?
10 MR. KLEIN: Oh, yeah. Currently, I'm
11 the Livingston Planning Board and zoning board
12 traffic engineer. I have an application in Clifton
13 that I'm reviewing. I have an application in
14 Randolph that I'm reviewing for the boards, I'm
15 here. I'm trying to think what else. And that's
16 just since I've been Klein Traffic.
17 And then prior to that when I worked
18 for other consulting firms I've covered -- we worked
19 mostly down the shore, so I was in Monmouth County,
20 Ocean County. I've done Hudson County Planning
21 Board, Harrison Planning Board. So I've seen my
22 share.
23 MR. PATERSON: We'll accept him as an
24 expert.
25 MR. KLEIN: Thank you.

Page 171

1 MR. MINKS: You've got Bruce
2 Paterson's seal of approval.
3 MR. KLEIN: Can I get that in
4 writing?
5 MR. PATERSON: Thank you very much,
6 Mr. Klein.
7 MR. KLEIN: I'll put that on my
8 website.
9 MR. MINKS: Well, no, the next time
10 you qualify for a board, you say, "And I have the
11 Bruce Paterson seal of approval."
12 MR. KLEIN: That works in Union
13 County.
14 CHAIRMAN GREET: Anyone else from the
15 public?
16 Okay. Hearing none, I'll close that
17 portion of the meeting.
18 Mr. Minks, sorry, but --
19 MR. MINKS: Oh, no, I'm not even
20 going to ask.
21 CHAIRMAN GREET: We'll carry this
22 over to the next meeting which is the 28th.
23 MR. MINKS: The 28th, is that the day
24 that you have a problem? You can't go. You've got
25 to be here.

Page 172

1 MR. VINEGRA: You wouldn't need
2 your --
3 MR. MINKS: No, I would just be
4 coming -- I wouldn't be the only application.
5 CHAIRMAN GREET: I would think based
6 on the question that we have, we've just about
7 there, but --
8 MR. MINKS: No, no, absolutely.
9 You're going to hear direct testimony from my
10 planner and it's important testimony and it's
11 necessary, otherwise I would wrap now, but I want to
12 have his testimony.
13 MR. FRASER: Even that, the board is
14 going need time to consider, to take it under
15 advisements and vote.
16 MR. MINKS: Sure, and deliberate the
17 application, sure.
18 CHAIRMAN GREET: And also, I need the
19 get the documentation from Mr. Klein.
20 MR. MINKS: Sure, we're going to
21 coordinate with Chuck. Again, I suspect that
22 Mr. Olivo won't need to come back for that because
23 I'm hoping that we can have dialog between the two
24 experts so they could just coordinate that for the
25 board's certification.

Page 173

1 MS. LEWIS: Can I just ask a
2 question? Because we do have another application
3 that had been previously scheduled for
4 February 28th, so should I postpone that one to our
5 March 14th meeting?
6 MR. MINKS: Alternatively, would the
7 board entertain a special meeting for the conclusion
8 of the application, because my planner does have a
9 conflict for the 28th? I'll force him to make a
10 change if I absolutely have to, which won't go over
11 well. His wife is apparently receiving an award for
12 her employment, which is somewhat significant, so he
13 would like not to miss that.
14 CHAIRMAN GREET: Yes, to answer your
15 question.
16 MR. FRASER: I was suggesting that
17 possibly this application be carried to March 14th
18 and we do whatever we were going to do on
19 February 28th.
20 MR. MINKS: Obviously, I would prefer
21 to go -- I was hoping to ask for something before
22 the 28th so that we could get this done.
23 CHAIRMAN GREET: This applicant still
24 has to notice. Correct?
25 MS. LEWIS: Yes.

Page 174

1 CHAIRMAN GREET: And they have not
 2 noticed yet?
 3 MS. LEWIS: Not that I'm aware of.
 4 CHAIRMAN GREET: What I was going to
 5 suggest is possibly moving the meeting from the 28th
 6 and move it up a week.
 7 MR. MINKS: That would be greatly
 8 appreciated. That would be perfect.
 9 CHAIRMAN GREET: Let's a straw pole
 10 on the 21st from the board members.
 11 MAYOR LOMBARDO: We had another
 12 meeting tonight that we got out of. We can't
 13 double-dip, Mr. Chairman.
 14 CHAIRMAN GREET: That's why I'm
 15 taking a straw pole.
 16 MR. NIERSTEDT: Mr. Greet, the mayor
 17 and I both have a meeting that night, but I'll be
 18 frank with you, if you want to change the meeting
 19 time to 8:00, we could probably be here.
 20 CHAIRMAN GREET: Okay. Let's do
 21 that.
 22 MR. FRASER: What's the other
 23 application, Adele, what is it?
 24 MR. VINEGRA: It's the auto body guy,
 25 the auto guy.

Page 175

1 MR. JANNOTTI: Parking.
 2 MR. VINEGRA: He's going to take all
 3 night. I mean, we'll put him on second.
 4 VICE-CHAIR VILLAGGIO: But if we have
 5 a second meeting on the 21st --
 6 MR. JANNOTTI: The 21st at 8:00, is
 7 that what we're discussing?
 8 MR. VINEGRA: Instead of the 28th,
 9 correct?
 10 MR. FRASER: So you're going to put
 11 the other guy in for March?
 12 MR. VINEGRA: We could begin the
 13 other guy.
 14 MR. JANNOTTI: The 21st at 8:00?
 15 CHAIRMAN GREET: Does that work?
 16 VICE-CHAIR VILLAGGIO: Now, are we
 17 moving the meeting from the 28th to the 21st?
 18 CHAIRMAN GREET: Yes.
 19 MR. VINEGRA: Yes.
 20 VICE-CHAIR VILLAGGIO: So we have to
 21 do a special meeting notice.
 22 CHAIRMAN GREET: So it's going from
 23 the 28th to the 21st of February for our next
 24 meeting.
 25 MR. JANNOTTI: At 8:00?

Page 176

1 CHAIRMAN GREET: At 8:00.
 2 MR. MINKS: Thank you very much.
 3 CHAIRMAN GREET: Okay. Well, thank
 4 you and we'll see you on the 21st.
 5 MR. MINKS: Thanks for indulging us
 6 so late tonight.
 7 MR. FRASER: Any members of the
 8 public interested in this application, there's not
 9 going to be further notification other than regular
 10 notice of the board meeting by the applicant.
 11 MR. MINKS: Thank you.
 12 CHAIRMAN GREET: Motion to move the
 13 meeting from the 28th to the 21st to 8:00.
 14 COUNCILMAN SARNO: I make a motion.
 15 MR. TARANTINO: Second.
 16 CHAIRMAN GREET: All those in favor?
 17 (Unanimous aye).
 18 CHAIRMAN GREET: Opposed?
 19 Hearing none, see you on the 21st.
 20 MR. MINKS: Thank you very much.
 21 (Application adjourned at 11:02 p.m.)
 22
 23
 24
 25

Page 177

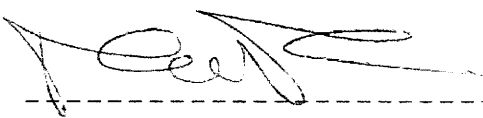
1 C E R T I F I C A T E
 2
 3 I, PATRICIA A. PUCCIARELLO, a shorthand
 4 reporter and Notary Public of the State of New
 5 Jersey, do hereby certify that the foregoing is a
 6 true and accurate transcript of the testimony as
 7 taken stenographically by and before me at the time,
 8 place and on the date hereinbefore set forth, to the
 9 best of my ability.
 10 I DO FURTHER CERTIFY that I am neither a
 11 relative nor employee nor attorney nor counsel of
 12 any of the parties to this action, and that I am
 13 neither a relative nor employee of such attorney or
 14 counsel, and that I am not financially interested in
 15 this action.
 16
 17
 18 -----
 19 Notary Public of the State of New Jersey
 20 My commission expires March 12, 2019
 21 License No. 2383485
 22
 23
 24
 25

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

C E R T I F I C A T E

I, PATRICIA A. PUCCIARELLO, a shorthand reporter and Notary Public of the State of New Jersey, do hereby certify that the foregoing is a true and accurate transcript of the testimony as taken stenographically by and before me at the time, place and on the date hereinbefore set forth, to the best of my ability.

I DO FURTHER CERTIFY that I am neither a relative nor employee nor attorney nor counsel of any of the parties to this action, and that I am neither a relative nor employee of such attorney or counsel, and that I am not financially interested in this action.



Notary Public of the State of New Jersey
My commission expires March 12, 2019
License No. 2383485

<p>0</p> <p>0.2 16:16 0.5 68:12 07027 1:3 07072 2:5</p>	<p>14th 173:5,17 15 26:2 31:1 78:4 79:24 102:18 107:12 124:11 142:20 143:2,5,17 143:23 156:25 157:15,20,22,23 160:8 161:23</p>	<p>2017 9:25 10:15 13:22 14:3 69:20 155:7 2018 1:3 3:10 10:6 14:7,11,14 15:3 26:25 27:3 72:7 110:25</p>	<p>39 122:13,19 396,000 1:11</p>
<p>1</p>	<p>15,000 20:16 156 37:21 164.3. 71:24 165th 100:5 169.5 71:23</p>	<p>2019 177:20 21 158:2 21st 174:10 175:5 175:6,14,17,23 176:4,13,19</p>	<p>4</p>
<p>1 16:17 26:14,24 26:25 27:3 69:14 69:14 110:18,18 1.13 111:5 1.2 167:8 1.25 163:21 167:2 1.3 113:12 167:8 1.4 112:2 113:11 114:23 163:19 167:5,8,12 1.47 167:7 1.5 103:24 134:18 154:13 1.6 115:11 1.7 71:16 109:16 10 110:12 116:6 119:7 124:11 100 38:11 43:13 68:12 99:16 126:4 133:23,25 10:00 163:20 10:30 106:21,25 107:8,15 108:4 111.6 71:21 113 17:14 62:17 113x 160:23,23 161:2 11:02 176:21 12 79:23 177:20 130 8:10 12:19 132.6 71:21,22 140 8:10 147.6 71:23</p>	<p>17 43:17 18 116:5,20,24 117:2,25 118:5,15 118:24 119:18 120:17 122:8,14 180,000 16:25 19:14,23 18th 9:24 14:3 69:20 19,000 18:24 19th 10:5 14:7,11 14:13 15:3 32:10 32:11 155:19 156:21</p>	<p>22 20:24 2383485 177:21 24 117:2,2 122:14 153:1 25 117:1 153:1 26 161:23 165:11 27 3:10 165:11 28 128:10 283 95:12 28th 171:22,23 173:4,9,19,22 174:5 175:8,17,23 176:13 298 18:25 21:19 24:9 75:6 77:1 111:16 112:1 115:10 154:13</p>	<p>4 18:21 40 8:4 12:13 34:2 42:1 160:6,10 40,000 109:18 403 1:2 408 134:23 411 134:21 42 152:24 424 74:15 112:1 434 75:7 45 160:19 450 43:2 45:10,18 4500 83:12 469 6:25 113:9 116:1 134:24,25 155:3 47 164:1 48 75:8 77:10 78:1 482 39:10 73:25 74:17 75:19 77:1 87:23 90:19 91:14 115:9 135:3,4 153:24</p>
<p>2</p>	<p>2 154:6 2.1 69:13 20 43:3,16,17 49:10 76:24 78:4 104:18 115:5 120:17 160:4 168:12 200 95:8 2009 159:6 201-487-5657 2:7 2010 159:17,19 2014 109:3 110:2 112:5</p>	<p>3</p>	<p>5</p>
		<p>3 43:17 30 8:4 12:13 34:1 65:20 300 60:15 137:22 31 128:19 315 135:15 31st 1:3 3:10 26:25 27:3 325 137:13 350 27:21</p>	<p>5 27:8 65:4,4,14 68:10 96:12 50 24:16 41:6 93:7 500 66:7 91:15 134:13 143:10,22 144:3 537 134:14,15 135:6 550 134:13 570 2:5 154:7,12 58 28:3 74:2 77:16 80:18 81:2 82:17 82:18 85:22 86:9</p>

<p>111:20 115:2 131:1 144:12,15 145:15 153:3 59 17:14 5:00 41:20</p>	<p style="text-align: center;">a</p> <p>a.m. 18:12,12 a0.2 16:10,16 a1 70:2 a4 69:19</p>	<p>accepted 8:17,23 13:6 access 21:10 22:11 27:17 31:19 74:14 78:16 109:12 139:25</p>	<p>actuality 119:6 actuate 73:20 actuation 29:17 141:15 169:12 acuity 29:9 ada 29:9,19</p>
<p style="text-align: center;">6</p>	<p>ability 4:18 22:19</p>	<p>accessibility 22:10</p>	<p>124:12 125:16</p>
<p>6 149:1 60 24:17 41:6 93:18 650 18:2</p>	<p>30:13 43:15 47:1 58:3 76:25 81:4 85:24 90:1 128:4 128:12 129:12,13</p>	<p>accessible 129:1 accident 45:21,24 139:6</p>	<p>add 13:2 21:12,25 48:5 56:13 64:4 128:4 139:25 162:6</p>
<p style="text-align: center;">7</p>	<p>147:25 153:2 160:16 177:9</p>	<p>accidents 44:19 46:3,10,18,23 48:1 138:25 139:19,24</p>	<p>added 83:25 84:5 84:18 116:16</p>
<p>7 3:3 18:12,21 148:25 157:9 70 81:2 103:7 73 71:14 139:10 75 143:23 169:11 78 153:3 7:00 105:18 149:2 7:36 1:4 4:1</p>	<p>able 28:2 29:12 32:5 43:7 46:20 52:4 58:7 72:24 76:22 77:15 78:16 87:20 94:8 101:5 103:5 105:19 107:18 109:12 122:20 124:17 125:6 151:5,6 153:4 164:21</p>	<p>accommodate 112:12 151:5 accommodation 123:23 124:2,6,7 account 114:5 142:1 accounts 56:18 accurate 6:24 67:5 177:6 accurately 29:13 achieve 33:24 achievement 36:6 acknowledge 52:20 108:2 acknowledged 32:15 act 114:23 action 177:12,15 active 151:25 activity 151:2,3 152:4,7 actual 84:20 99:15 105:3 109:22 110:10,13 111:16 111:18 112:4 113:20 122:25 148:21,22</p>	<p>adding 60:16 129:4 140:10 addition 5:16 10:2 10:8 14:13 40:13 75:9 101:21 116:6 157:7 168:14 additional 31:24 41:7,12 53:10 56:9 60:19 82:19 99:10 101:20 116:20,24 117:9 117:17 118:16 119:6,24 135:8,9 135:10 139:15 158:25 159:5,6 162:4,6 additions 154:9 address 7:7,11 15:2,10 37:20 47:23 102:21 addressed 155:8 156:16 addressing 15:8 adds 74:20 adele 1:21 174:23 adequacy 118:9 153:23</p>
<p style="text-align: center;">8</p>	<p>absorb 125:6</p>	<p>act 114:23</p>	<p>addressed 155:8 156:16</p>
<p>8 3:10 26:22,23 27:2 105:18 80 153:3 8:00 148:25 174:19 175:6,14 175:25 176:1,13 8th 10:15 13:22 14:6,18 25:1 154:5 155:7</p>	<p>absent 67:8 absolutely 6:14 15:12,22 16:22 33:17 36:8,8 50:1 55:14 119:25 153:22 172:8 173:10 absorb 125:6 absurdly 124:22 abusing 98:20 academic 18:16 accept 8:25 27:9 138:22 170:23 acceptable 25:24 26:4 30:5 52:2 94:18,21 138:17 138:18,19 acceptably 31:9</p>	<p>act 114:23 action 177:12,15 active 151:25 activity 151:2,3 152:4,7 actual 84:20 99:15 105:3 109:22 110:10,13 111:16 111:18 112:4 113:20 122:25 148:21,22</p>	<p>addressing 15:8 adds 74:20 adele 1:21 174:23 adequacy 118:9 153:23</p>
<p style="text-align: center;">9</p>	<p>absorb 125:6</p>	<p>act 114:23</p>	<p>addressing 15:8</p>
<p>9 4:9 18:12 122:13 157:9 90 149:20 169:11 92 7:12 94 110:17,17 96 164:17,18 98 71:15 99.7 71:15</p>	<p>absorb 125:6 absurdly 124:22 abusing 98:20 academic 18:16 accept 8:25 27:9 138:22 170:23 acceptable 25:24 26:4 30:5 52:2 94:18,21 138:17 138:18,19 acceptably 31:9</p>	<p>act 114:23 action 177:12,15 active 151:25 activity 151:2,3 152:4,7 actual 84:20 99:15 105:3 109:22 110:10,13 111:16 111:18 112:4 113:20 122:25 148:21,22</p>	<p>addressing 15:8 adds 74:20 adele 1:21 174:23 adequacy 118:9 153:23</p>

<p>adequate 43:5 58:6 90:11 96:5 96:17 100:6 112:11 113:17 132:14 135:25 149:11 160:9</p> <p>adequately 114:15</p> <p>adherence 140:7</p> <p>adjacent 21:13 55:6 116:17</p> <p>adjourned 176:21</p> <p>adjusted 95:15</p> <p>adjustment 59:25</p> <p>adjustments 95:24</p> <p>admitted 148:24</p> <p>adopted 121:19 134:24</p> <p>adopting 6:17</p> <p>advance 63:19</p> <p>advantage 6:20</p> <p>adverse 140:12</p> <p>advertise 131:3,5 131:20,21</p> <p>advisements 172:15</p> <p>aerial 16:10,11,23</p> <p>aesthetically 126:1</p> <p>affectionally 5:6</p> <p>affiliate 121:13</p> <p>afternoon 18:19 19:3 41:20 80:6 86:2</p> <p>agencies 17:12</p> <p>aggravation 92:6</p> <p>aggregate 138:2</p> <p>aggressive 65:2</p> <p>ago 20:14 34:2 144:6 153:13</p> <p>agree 40:21 50:13 51:2,25 52:12,21</p>	<p>54:1 68:11 71:1 105:7 117:12 122:12,19 125:1,3 126:4 137:4 148:6 149:9,10 150:25 151:8,16,19,20 154:1,3 157:1 168:25</p> <p>agreed 50:20 165:15</p> <p>agreement 104:8 121:16,22 129:2 158:15</p> <p>agreements 121:19</p> <p>agrees 52:23</p> <p>ahead 16:21 46:20 47:14 59:17 64:24 74:12 95:21</p> <p>aisle 81:8</p> <p>albeit 98:24</p> <p>alert 52:3</p> <p>alerted 6:18,24 154:23</p> <p>allocate 95:9</p> <p>allocated 75:19 79:21,25 87:21 93:12</p> <p>allot 99:10</p> <p>allotted 93:8 98:21 99:1</p> <p>allow 13:10 28:7,9 45:12 81:10,22 97:21 123:10 125:17</p> <p>allowed 90:16 98:8</p> <p>allowing 35:1 93:6 95:3</p> <p>allows 23:20 50:6 75:14,16 99:14</p>	<p>alternative 36:1 147:21 164:20</p> <p>alternatively 173:6</p> <p>altogether 147:24</p> <p>amenable 52:2 55:7</p> <p>amended 55:20</p> <p>amenities 144:21 145:5 166:23</p> <p>amount 4:6 17:23 19:25 24:10 27:15 31:7 41:23 46:8 46:23 47:7 56:11 70:11 79:25 95:3 95:6 101:9 104:15 112:9 125:2 141:7 142:8 150:15 151:10 152:18</p> <p>analyses 9:19 14:24 15:6,16</p> <p>analysis 10:19 32:19 55:15 109:2 113:4,6 114:6,14 116:21,22 117:8 117:16,21 120:7</p> <p>analyze 28:16</p> <p>analyzed 29:5 142:9</p> <p>angle 44:19 46:18</p> <p>anomaly 46:19</p> <p>answer 54:23 62:9 63:8 84:8,21 123:9 124:21 126:10 143:10 173:14</p> <p>anticipated 99:8 158:19</p> <p>anticipating 78:10</p> <p>anybody 120:14 142:13</p>	<p>anytime 120:14</p> <p>anyway 36:17 73:17 103:5 130:14 143:3 144:10 146:6 156:5</p> <p>apartment 133:21 135:14</p> <p>apartments 135:25 154:14 166:5,19</p> <p>apologize 62:10 69:25 70:8 71:10 96:20 129:11</p> <p>apparently 173:11</p> <p>appeal 107:7</p> <p>appear 40:15</p> <p>appearing 5:3</p> <p>appears 74:8 103:16</p> <p>applicant 1:7,8 2:3 9:5 13:14 33:10 49:19 51:25 52:5 53:20 56:20 66:23 66:24 67:1,11 75:12 77:12 79:6 80:19 129:3 144:8 158:15 173:23 176:10</p> <p>applicant's 3:2,9</p> <p>application 4:9 8:6 9:12 10:4,14 10:22 13:16,20,21 14:21 48:6,8 55:18,20 67:21 116:12,14 170:12 170:13 172:4,17 173:2,8,17 174:23 176:8,21</p> <p>applied 66:21 115:10 143:17</p>
---	---	---	---

<p>applies 35:18 apply 25:10 appreciate 4:19 13:9 15:9 59:20 63:7 67:17,23 94:25 101:23 107:16 108:5,9 123:8 137:15 159:3 appreciated 155:16 174:8 approach 25:6 31:16 50:14 52:1 52:8,22 53:22 70:22 72:23,24 141:17 approaches 138:9 138:11 169:3 appropriate 6:17 140:24 approval 1:8 5:23 55:22 89:15 117:23 118:4 121:19 124:10 155:10,15 158:16 158:17 171:2,11 approve 49:19,19 57:1 approved 54:15 55:23 56:22,25 67:8 72:5,14 139:12 approves 70:19 approximately 1:11 8:10 12:19 16:25 18:2,24 19:23 27:21 111:5 113:11 117:1 167:12 169:22 architect 144:22 144:23</p>	<p>area 17:13,21 20:21 21:15 22:6 22:16 28:3,4 33:3 33:12 34:5 35:6 35:19 40:7,19,20 41:4,6 42:16 43:4 43:19 52:25 53:14 56:22 74:16,21 80:9,13,14 81:2,10 81:13,17,21 82:20 82:22 85:14,18,23 89:21,24 108:23 111:3,10,11,13 124:17 127:25 139:14 144:15 145:4,20,24 146:4 146:8 149:24 166:7 168:7,8 areas 22:12 24:1 24:13 32:2 62:1,3 81:9 130:23 151:17 argue 25:11 73:22 78:3 112:3 115:22 130:14 argument 130:12 162:1 argumentative 124:5 arrangement 79:17 121:6 arrived 11:3 arrives 28:20 arrow 88:10 arterial 16:2 20:21 arteries 20:25 artery 58:25 artificial 95:20 98:5 artificially 135:21</p>	<p>asked 30:15 54:18 55:25 56:20 82:15 97:16 100:22 124:6 127:18 145:15,24 146:18 asking 59:5,23,23 60:17 136:9 155:11 asks 140:16 aspect 96:21 assess 21:4 assessment 19:5 assigned 79:23,23 115:19 assist 49:5 assistance 91:22 associate 20:9 78:18 associated 21:24 21:25 87:7 88:25 93:14 109:23 117:10 132:23 135:18 assume 68:23 103:25 143:19 154:8 assumptions 32:16 assure 124:25 125:5 attempting 75:2 attendants 81:23 attention 123:1 attorney 1:19 82:4 155:9 177:11,13 attractive 29:20 125:15 126:1 audience 107:3 authority 98:19 122:14,18,19 auto 60:25 138:25 174:24,25</p>	<p>automobile 35:14 61:1 66:4 70:25 101:10 automobiles 23:6 24:11 availability 88:22 89:3 90:10 96:8 101:11,19 102:6 114:11 115:7 131:9,18,20 132:9 161:5,6,10 available 25:10 76:14 77:18,24 78:1 80:8 81:8 87:20 89:6,10 90:14,16,19 91:14 92:15,20 93:3,7 94:3,4,13,15 97:21 101:15 114:6,7,25 117:4,20,22 118:6 120:3 132:10 144:20 147:24 148:9 152:12 161:12 166:20,23 168:5,13 ave 1:2,6 2:4 4:9 5:4,5,6 116:12 117:1 avenue 7:12 17:14 18:2,4 20:16,18 21:11 26:16 27:23 28:15,15 29:7,23 29:25 31:15,16 35:20 41:9 42:2 45:24 56:19 68:16 68:17 71:11,17 102:13 124:21 130:6 137:14 139:15 average 30:23,24 31:23 60:6,13,19</p>
--	---	---	--

<p>95:25 96:1 111:5 averaged 110:15 averages 131:13 avoid 68:15 107:11 award 173:11 aware 27:6 116:17 141:2 174:3 awful 123:3 aye 176:17</p>	<p>balance 121:7 151:2 balanced 35:11 142:8 ball 150:8 bank 28:5 bar 28:9 30:20 150:16 bartels 80:12 90:8 127:21,22,24 128:8,11,15,20 144:24 145:16,23 base 19:7 20:13 21:17 63:4 based 18:17 22:17 72:22 75:5 76:13 95:24 96:16 99:19 100:8 101:14,14 101:15 103:23 113:4,4,20 114:6 115:6 132:18 135:12,24 136:16 141:13 143:5 149:13 154:16 157:24 158:22 172:5 basically 95:18 basis 17:3,18 20:17,23 33:23 46:9 69:5 75:14 75:17 78:19 bay 34:3,11 48:24 49:1 51:22 beacon 47:16 beauty 79:19 bedroom 69:15 bedrooms 152:23 began 109:22 beginning 86:10 167:21 169:23</p>	<p>begins 100:4 behalf 5:3 147:9 beings 98:6 believe 16:9 25:5 25:18 30:4 32:12 34:1,17 35:11 45:16 51:17 54:25 58:2 61:9 83:22 84:9,14 87:6 89:7 96:5 101:12 103:22 112:9 113:12 117:2 121:25 124:15 127:21,22 133:7 146:21,22 156:16 bend 47:18 bender 47:25 beneficial 36:22 benefit 7:19 12:3,4 15:20 39:2 55:11 72:19 127:2 best 4:25 39:4 53:16 78:8 89:10 121:23 177:9 better 29:8,13 47:9 51:3 72:9 73:20 75:11 137:21,23 138:3,9 142:7 162:12 163:14 beyond 68:1 107:15 125:9 bicycle 71:6 85:4 127:18 bicycles 35:25 151:5 bicyclist 61:18 bicyclists 35:15 62:25 big 89:5</p>	<p>bigger 61:12 74:19 138:23 143:5 bike 60:12 69:1 85:2 103:7 127:24 128:1 bikes 128:7,8,10 128:19 bill 137:15 bill's 85:2 156:6 bit 41:14 42:1 47:24 49:15 50:18 50:25 56:10 59:3 59:22 60:3 64:23 74:19 78:10 80:14 108:15 111:9 131:11 134:7 136:3 137:21 151:22 152:25 153:15 165:4 blanks 161:20 block 31:25 41:18 54:8 81:14 blocking 31:6 81:12 blocks 103:2 board 1:1,19,20 1:20,21 4:3 5:13 6:6 7:9,19 8:6,17 8:24 9:12,21,22 11:12 12:2,5,15 13:9 14:23 15:14 16:10,15 21:8 33:5 37:6 38:12 39:24 44:6 55:19 59:25 66:21,21 68:15 70:15,18 76:16 85:15 89:5 96:4 103:20 106:10 107:3,7 108:4,5,13,24 109:2 110:23</p>
b			
<p>b 1:13 3:8 60:4 61:17 63:3 baby 166:13 bachelor 7:23 12:7 back 6:4 24:3 30:19,24 31:2 36:13 40:14 42:15 42:18 43:4 57:1,3 58:16 68:3 72:22 88:19,20 90:3 106:9 107:12 109:3 111:20 120:11 144:6 151:24 153:17 156:4 158:13 159:5 160:8,12,12 161:19,21 162:10 162:13 163:8 169:13 172:22 backed 115:1 background 56:17 57:5 backing 47:18 53:19 backs 33:23 backward 36:6 bad 41:4 47:11 48:4 61:10 113:8 125:19 133:10,13 165:12</p>			

<p>116:14 117:9,19 130:20 136:21 137:9 155:9 163:3 168:20 170:11,11 170:21,21 171:10 172:13 173:7 174:10 176:10 board's 66:14 107:17 172:25 boards 38:8,8,11 58:20 170:14 body 67:2 121:12 131:12 174:24 boomers 166:13 borgata 94:5 borne 54:16 borough 1:1 6:7 6:10 14:22 16:3 37:24 56:21 102:16 121:2,3,24 129:6 149:11 borough's 5:14 13:23 bottom 63:20 boulevard 2:5 bounce 66:8 boundary 26:18 box 107:21 brand 47:5 73:19 break 48:10 51:10 106:7 121:10 brevery 94:25 bridge 125:18,19 brief 5:18 107:9 briefly 41:21 bring 67:5 88:18 107:15 147:8 153:18 158:13 bringing 62:22 brings 74:16</p>	<p>broader 140:10 brooklyn 149:21 brought 33:5 122:25 142:11,12 bruce 137:13 146:14 168:23,24 171:1,11 bucks 104:18 buffer 99:15 build 21:16,21,22 28:17 29:5,5 30:3 30:7,7 31:22,23 56:7 63:5 65:3,24 66:16 71:14,15,21 71:22,23,24 98:8 99:6 109:10,23,24 118:5,18 135:19 137:19,22 139:11 140:6 148:6 149:16 166:10,11 169:14 building 1:12 64:10,13,14 65:20 65:22,23 66:12 89:5 95:5 99:23 100:5,6 109:15,17 109:19 123:4 135:21 144:4 149:20 buildings 1:10 152:6 166:13 builds 21:24 30:3 106:3,3,3 141:19 166:10 built 21:12 24:2 109:13 118:1 135:25 139:18 163:23 bump 81:9 bumped 50:23</p>	<p>bumper 47:25 bunch 89:5 97:1,3 97:4 bundled 16:19 bus 17:8,14,15 22:11 23:12 51:15 53:3,7 61:19 64:2 71:5 128:24 140:18 141:8 157:8,25 160:24 161:9 162:10 buses 64:15 160:25 businesses 126:22 127:3,4 busy 81:19 82:21 87:3,7 149:1 150:20 button 79:1 141:15,16,21 buy 66:1 103:14 124:10 bypass 42:12</p> <p style="text-align: center;">c</p> <p>c 1:21 2:1 177:1,1 calculate 56:8 calculated 154:8 calculating 95:7 calculation 154:15 calculations 152:17 call 5:25 7:3 21:21 22:8 64:1 77:7 88:16 106:21 110:18 126:14 128:2 146:5 called 21:16 28:25 63:13 calling 5:6 106:25 165:25</p>	<p>calls 141:14 calming 151:10 calms 53:14 165:12 candidly 107:20 canvassed 17:21 capacity 12:21 35:9 capture 23:20 car 36:17 38:23 43:16 61:3 62:18 63:3 65:9,10,25 66:1,1,17 76:9 97:6 101:17 102:17,18 103:6 105:17 132:5 142:5,8 148:11 149:22 card 100:23 101:16 131:25 cards 131:22 carlstadt 2:5 carpool 143:20 carried 173:17 carries 20:16 carry 171:21 cars 30:24 31:2,24 31:25 36:15,21 40:11,14 41:17 43:3 60:16 77:6 81:2,23 85:7 97:1 97:4,6 98:25 100:1,7,12 101:25 102:11 103:24 110:17 122:6,10 125:12 126:9 137:19 139:15 141:23 151:5 162:18 165:7,11 cartway 35:7 49:10 53:15</p>
---	---	--	--

<p>casale 5:7</p> <p>case 17:4 87:13 89:13</p> <p>cases 19:12 32:15 125:25</p> <p>cashier 79:11</p> <p>catch 157:8 158:11 160:17</p> <p>categorical 28:22</p> <p>caused 72:11</p> <p>census 158:2</p> <p>center 18:1,4 27:23 28:15 29:7 29:23,25 31:14 38:20 45:24 52:17 56:20 58:17 73:13 79:4 123:5</p> <p>centric 60:25</p> <p>certain 15:4 24:10 33:1 42:13 44:13 72:25 95:4 99:9 105:13,25 109:24 131:18 148:7 151:10 152:18 169:3,4,4</p> <p>certainly 6:19 7:8 11:13 16:3 17:2 22:13 29:14,20 37:4 45:25 46:5 50:15 52:21 61:7 66:22 75:3 81:18 118:17 121:5 122:19 123:24 139:23 153:10 156:15,17 159:1</p> <p>certainty 54:1</p> <p>certification 38:6 172:25</p> <p>certifications 7:20</p> <p>certified 8:7,8 12:16,17</p>	<p>certify 177:5,10</p> <p>cetera 96:2 110:1</p> <p>chair 1:14 13:5 57:8,16 58:8 118:23 119:2,5,9 119:22 134:11,15 134:20 135:2,5,15 135:23 145:12 155:8,11 159:4,14 159:18 160:25 175:4,16,20</p> <p>chairman 1:14 4:2 4:8,21 8:22,25 9:1 39:12,15 59:16,17 61:6,16 67:1,25 102:20 103:7 106:6,8,13,17,19 107:1,14 108:7 122:3 130:19 133:1 136:2,11,19 136:23 137:8 140:20,23 141:1 144:7 145:7 146:16 147:3,12 149:8 150:4 152:10 153:5,8,22 155:21,25 159:25 163:2 168:15,19 171:14,21 172:5 172:18 173:14,23 174:1,4,9,13,14,20 175:15,18,22 176:1,3,12,16,18</p> <p>challenge 96:13</p> <p>challenged 66:13</p> <p>change 19:14 28:19,23 31:2,15 49:21 52:4 72:8 104:16 113:11,13 173:10 174:18</p>	<p>changed 70:7 71:11 73:5 113:2 155:1,3,3</p> <p>changer 84:14</p> <p>changes 55:6 65:6 169:9</p> <p>channelizes 51:3</p> <p>charge 102:7 104:10,18 105:2</p> <p>charged 105:3</p> <p>charles 1:15 3:3 7:4,9</p> <p>chart 71:12,13</p> <p>cheaper 132:6</p> <p>checking 107:21</p> <p>choice 62:15 65:6 74:20 106:4</p> <p>choices 103:15</p> <p>choose 160:13,14</p> <p>christopher 2:6 5:2</p> <p>chuck 5:9 16:13 24:24 26:19 35:17 51:15 74:6 156:13 157:20 172:21</p> <p>circle 27:20</p> <p>circulation 39:18 39:19,21,22 40:5 59:9,13,14 81:8,12 90:9,10,12 130:1 146:20</p> <p>city 62:3 162:9</p> <p>civil 7:24 12:8</p> <p>clarification 118:24</p> <p>classify 18:9 22:5 31:21 111:13</p> <p>clean 6:3 125:15</p> <p>clear 40:21 94:3 106:25</p>	<p>clearer 47:6</p> <p>clicks 141:15</p> <p>clifton 170:12</p> <p>close 19:25 22:7 22:20 23:11 38:10 40:12 53:6 147:6 147:20 164:1 168:10 171:16</p> <p>closed 77:3</p> <p>closely 45:11</p> <p>closer 69:16 111:9 156:20</p> <p>closes 77:17 148:25</p> <p>closest 17:25 27:21 42:20 53:8</p> <p>cloth 83:10</p> <p>cminks 2:7</p> <p>coast 8:2 12:11</p> <p>cognizant 67:6</p> <p>collected 25:18 99:20,21 113:20</p> <p>collection 102:18 113:23</p> <p>collector 132:5</p> <p>column 40:15</p> <p>combination 37:8</p> <p>come 23:8 36:24 46:4 47:18,25 49:8 56:19 57:1 59:3 60:2 65:11 65:12,13 67:6 68:3,14 72:22 89:25 96:12 97:3 97:9 100:5 106:9 107:12 120:14 121:20 127:3,3 142:20 148:19,21 149:2,3,14 150:14 151:1 155:19 162:17 164:19</p>
---	--	--	---

<p>165:22 166:9 172:22 comes 75:22 76:10 137:17 162:7,13 comfort 112:8 comfortable 43:6 164:2 169:7 coming 4:4 17:2 27:15 34:9 36:11 45:5 46:6 53:5 57:15 72:23 74:22 90:3 121:15 123:4 139:19 149:21 152:1 157:12,13 160:14 161:19,21 162:10,13 163:8 172:4 commencing 1:4 comment 52:7 61:6,7 122:4 128:22 154:12 156:24 commentary 14:21 comments 32:13 153:16,17 commerce 2:5 22:13 commission 177:20 commit 53:24 89:1 89:4 commitment 122:1 committed 64:10 64:14 121:2 common 25:14 53:3 commune 157:4 communities 22:9 35:4 69:9 108:18</p>	<p>110:20 127:11 158:4 community 23:11 36:2,7 61:2 69:6 70:24 102:19 120:3 commute 69:4 96:23 143:14 160:16 commuter 18:13 18:17,20 31:12 79:14 131:3 142:20 commuters 77:23 96:8 97:3 142:15 143:12 149:17,23 166:5,18 167:22 167:24 168:5,13 commuting 96:25 companies 113:22 company 91:6 95:6 104:24 comparable 19:25 31:22 108:24 comparative 70:3 compare 21:21 24:5 28:17 30:2 compared 24:17 comparison 19:21 151:21 competition 76:6 complete 151:3 completed 29:22 126:24 completely 74:1 77:3 compliance 5:22 7:1 75:3,4 compliant 112:16 complicated 98:25</p>	<p>complied 113:24 complimentary 76:3 91:12 115:21 149:4 comply 156:15 complying 107:22 component 24:21 24:21 105:4 114:10,19 comprehensive 10:9 computerized 78:12 164:20 165:2 conceded 135:17 concentrated 31:19 concentratedly 18:7 concept 124:24 concern 81:24 concerned 104:17 129:17 152:16 153:15 concerning 150:22 conclude 137:2 concluded 40:2 conclusion 113:6 114:15 173:7 conclusions 15:5,7 15:20,21 118:8 151:1 concur 25:6 condition 17:22 19:7 20:12,13 21:11,16,21,22 28:17 29:5,6 30:3 30:7 31:1,6 40:14 50:22 55:1 76:3 89:15 155:14 169:14</p>	<p>conditions 15:25 16:1 17:4 18:9 19:6 77:9 155:10 156:8 conductive 94:3 conduct 15:23 19:5 21:1 58:7 110:24 121:7 conducted 17:22 19:21 20:14 45:2 55:20 99:22 108:17 147:19 cone 85:15 conference 60:9 confirm 54:18,20 54:21 82:15 100:19 confirming 107:22 conflict 34:23 173:9 confused 82:15 confusing 6:15 confusion 6:8 34:25 congestion 23:8 106:3 151:11 conjecture 139:9 144:4 connect 16:5 140:3 connection 61:20 consequence 58:19 conservative 25:6 25:24 32:16 consider 51:6 55:25 108:5 142:2 172:14 considerably 73:5 consideration 123:8 129:16</p>
---	---	---	---

<p>considered 25:11 117:9</p> <p>considers 25:5,23</p> <p>consist 26:3</p> <p>consistent 29:16</p> <p>constantly 76:13</p> <p>constraining 57:22</p> <p>constraint 91:13</p> <p>constraints 23:9</p> <p>construct 124:8,18</p> <p>constructed 65:14 135:12</p> <p>construction 65:17 105:8 109:19 124:13 135:8 149:12 158:22 160:21 166:7,20,21</p> <p>consultant 8:11,12 8:13 12:20,22 13:15</p> <p>consulting 5:13 10:11 13:23 170:18</p> <p>contained 74:1</p> <p>contemplated 114:8</p> <p>contenting 138:7</p> <p>context 47:3 125:19 138:21</p> <p>contiguous 121:9</p> <p>contingent 153:24</p> <p>continuation 4:10</p> <p>continue 21:15 26:10 27:13 49:14 61:17 82:2 105:24 106:9,14 125:22 126:8</p> <p>continues 28:6 43:12 137:20</p>	<p>continuing 18:15</p> <p>continuous 75:17</p> <p>contract 23:8 104:22</p> <p>contracting 125:2</p> <p>contradict 36:5</p> <p>control 44:9 102:15,17 137:16</p> <p>controllers 73:19</p> <p>controls 103:11</p> <p>convenience 86:21</p> <p>convenient 126:2</p> <p>conversation 63:24</p> <p>convey 22:2 26:13 28:13</p> <p>conveyors 16:6</p> <p>convinced 168:3</p> <p>cooperate 55:14</p> <p>coordinate 40:23 41:1 172:21,24</p> <p>copy 156:9</p> <p>cordon 80:20 82:17,20</p> <p>cordoned 81:6 82:23 92:1</p> <p>core 127:9</p> <p>corner 126:17</p> <p>correct 9:5,9,20 9:22,23 10:7,11,23 11:7 13:3,16,17,24 14:3,11,12,18,24 25:4,13,14,20,21 36:2,3 47:8 51:15 57:16 69:25,25 73:5 74:10,11 77:25 78:13 79:6 79:7,15,17,18,20 80:25 81:25 82:1 84:23 85:13 86:5 86:17,20 87:18</p>	<p>88:1 90:15 91:8 93:10,14,16,20 94:16,17 95:13 98:2,9,10,13,14,16 98:17,22 99:2,3,12 99:23 101:2,21,22 104:4,25 105:20 105:21 108:24 112:18,19 113:2,3 114:2,12,18 116:1 116:21,23 117:5 118:10,11,17,22 119:11 120:4,8 128:11 131:14,15 145:3,9 146:3 155:4 157:19 158:8 173:24 175:9</p> <p>correspondence 6:5</p> <p>corridor 163:12</p> <p>cost 65:17 105:8,8 109:21 125:4</p> <p>costs 54:16 88:25 109:19 124:22</p> <p>council 6:7 120:11 121:21 129:1 157:18 158:14</p> <p>council's 129:15</p> <p>councilman 1:16 103:1 129:24 130:3 131:2,21 153:20,23 160:2 176:14</p> <p>counsel 2:3 5:2 11:13 32:17 177:11,14</p> <p>count 18:12 20:14 24:3 63:11 110:13 155:2</p>	<p>countdown 29:10 29:19</p> <p>counted 18:3,8 109:13 110:4,10 163:19</p> <p>counties 23:2 138:19</p> <p>counting 112:4 116:21</p> <p>counts 17:22 39:20 106:11 108:22</p> <p>county 10:3,4 20:18 29:22 30:4 41:2 43:22 49:3,7 49:18 50:4,14 52:1,6,9,9,10,18 52:22 53:22 54:15 56:12 72:21 141:18 159:21 163:11,23 166:19 167:1 170:19,20 170:20 171:13</p> <p>couple 4:3 5:11 9:15 11:17 33:25 39:21 70:13 159:20 163:17</p> <p>course 15:1 17:18 29:16 39:14 77:9 91:17 105:24 111:24</p> <p>court 1:23</p> <p>courtesy 67:17</p> <p>courtyard 144:17 144:20,25</p> <p>coverage 34:13</p> <p>covered 74:8,10 86:8 144:15 170:18</p> <p>cranford 68:16,17 84:17 111:2</p>
--	---	---	---

<p>149:19 157:5,6,7 158:4,7 162:24 163:17,18,23 165:13 166:10 167:7 crazy 68:13 create 6:19 22:15 23:21 34:5 69:9 75:1 97:11 117:17 127:1 140:11 142:6 created 115:13 141:18 creating 26:18 credibility 162:3 credit 19:13 20:12 24:19 25:1,10,15 25:19,22 26:3 117:15 142:20 143:3,5 credits 24:18 26:12 criteria 5:23 153:9 critical 32:2 cross 35:6 136:16 168:16 crossing 34:18 125:24 141:14,20 141:22 142:6 crosswalk 34:14 34:24 crystal 150:7 csk 26:14,24,25 27:3 csk1 3:10 curb 54:19,25 55:4 curbing 55:6,7 current 8:20 9:11 38:6 73:12 102:23 currently 40:6 118:5 170:10</p>	<p>curvature 46:6 customer 86:22 cut 59:8 74:21 cuts 92:6 cycle 29:16 32:4 43:11 44:24,25 62:5 72:22 169:10 cyclical 127:2</p> <hr/> <p style="text-align: center;">d</p> <hr/> <p>d 1:20 3:1 37:18 daily 17:3,17 20:17,22 33:23 46:8 damage 137:16 dame 7:25 12:9 daniel 37:19 data 10:18 25:18 97:23 99:20,20,21 100:4 108:24 112:21 113:19,23 113:24 131:7,11 131:12 147:19 150:8,12 158:2 date 26:22 177:8 dated 10:5,15 13:21 14:3,7,18 32:9,10 69:20 day 20:15 29:17 30:23 31:1,8,10 42:13 75:15 77:10 77:24 80:5 82:18 87:4 91:17 96:1 97:8 99:13,14,17 111:24 120:14 131:18,19 150:6 161:22 171:23 dead 88:18 deal 97:7 dealing 125:2 dealt 6:21</p>	<p>december 10:15 13:22 14:6,18 25:1 154:5 155:7 decide 52:5 decides 122:7 decipher 94:8 decision 35:14 70:21,23 105:14 106:1 decisions 74:24 125:22 deck 80:8 86:10,16 86:19 88:6,23 91:1 92:21,22 94:1,2,5 95:23 100:25,25 135:8 135:11,20 144:19 144:19 145:4 146:10 148:10 decks 113:21,22 163:14 decrease 50:22 decreased 65:16 dedicate 85:22 121:4 122:16 124:14 dedicated 50:13 78:16 120:20 121:3 dedicating 81:16 deep 81:7 defer 87:17,19 145:21 deficiencies 149:18 deficient 153:1 definitely 106:13 degree 73:17 delay 43:20 60:23 61:9,10 71:14,16 72:2 162:21</p>	<p>delays 73:14 deliberate 172:16 deliver 126:15 delivered 5:12 126:13 delivers 126:12 delivery 126:18 demand 29:17 34:4,5 72:23 75:15 76:8 80:1 81:17,19 82:16 85:21,22 86:1,4 91:18 98:1 99:16 101:15 109:5,23 110:16,16 111:5 111:16 112:4,11 115:23 128:4 165:5 166:11,12 166:14 167:20 168:7 demands 110:14 167:18 demolish 1:9 denise 1:19 density 135:13,18 168:10 department 8:14 12:22 17:11 40:23 41:2 50:1,6 116:7 116:17 122:15,20 138:20 depending 29:17 56:10 81:4 152:20 describe 26:21 described 153:25 description 3:9 design 7:14 112:8 139:22 140:8 designated 5:4 35:19 75:24,25 79:21 93:15</p>
---	--	---	--

<p>130:22 designating 158:25 designed 96:16 140:1,2,2 desirable 97:13 desire 67:11 desperately 64:7 destination 18:16 destinations 22:12 22:12 23:13 destined 57:24 determine 131:8 determining 138:14 detrimental 52:10 52:11 develop 131:11 developed 62:1 117:1 119:20 120:18 developer 41:1 47:11 54:16 63:17 64:5 104:9 119:15 120:22 125:5 135:17 169:16 170:5 developer's 117:10 developers 23:25 38:9 109:15,22 developing 121:15 development 2:2 5:3,19 8:5 12:14 16:11 18:6 23:24 24:2 25:12 27:1 35:20 36:7 51:1 51:12 55:22 56:15 63:13,23 64:17 68:18 72:1 96:18 100:11 103:20</p>	<p>105:6 109:4,6,11 119:3,18 120:4 121:9 126:14,23 127:8 135:1 141:5 158:18,23,23 161:11 162:5 developments 56:18,21 127:10 133:19 devices 44:9 dialog 172:23 dialogue 156:13 diego 5:18 difference 85:5 139:17 different 17:9 22:24 23:4 29:2 33:25 59:11 63:3 69:1 70:2 100:11 106:1,4 110:2,5 111:2 139:22 differential 36:19 differentiate 84:17 100:24 differentiation 108:15 differentiator 84:15 difficult 88:17 140:9 difficulty 157:12 dimension 61:24 diminish 165:6 167:20 dinner 82:21 dip 174:13 direct 22:11 107:25 108:1 121:1 172:9 directed 14:22</p>	<p>direction 72:9 146:20 152:1 directions 43:2 48:11 directly 15:3 110:6 116:8 163:18 director 163:25 directs 88:10 89:22 disagree 151:18 disagreed 156:23 disappeared 73:10 discount 161:6 discounted 157:21 discovered 6:12 discrimination 77:23 discuss 49:2 129:2 discussed 122:4 145:8 discussing 121:11 175:7 discussion 65:19 111:22 115:3 156:17 167:22 disincentive 132:3 132:7 133:9 disoriented 146:13 146:24 disorienting 146:8 disperse 32:5 display 47:2 disports 74:20 dissipates 43:11 distance 43:5 111:12 distant 56:1 distinguish 93:11 distorted 62:15</p>	<p>document 133:16 documentation 156:19 172:19 doing 39:20 58:20 63:6,17,18 64:5,9 65:24 111:23 dollar 124:12 don 84:5 donald 1:19 door 126:12,17 dot 20:19 124:23 141:19 double 87:24 174:13 doubt 60:17 downtown 22:6 62:1,3 66:5 125:19,20 126:5 165:13,13 downtowns 66:6 draft 6:13 134:12 134:17,17,18,22 154:18 draw 84:19 drawing 164:10 drive 61:14,15,16 61:17 65:9,25 92:21 105:16,22 123:19 126:16 151:13 157:4 driver 28:20 34:8 45:17 61:1 70:25 92:5 140:4 drivers 29:11 34:19 44:21 146:8 146:23 driveway 21:5 27:19,20,24 28:6 28:14 41:5,13,19 41:19 42:16,18,19 43:8,15 45:5,18</p>
---	--	--	--

<p>48:10,12,17 53:5,6 74:15 81:10 121:8 driveways 31:7,25 42:10 140:1 driving 28:23 49:8 90:5 105:23 146:13,19 158:6 drop 69:13 80:13 148:1 duda 144:23 145:10 dumpster 119:13 duration 98:15 141:6,22 dwelling 76:9 110:14</p>	<p>easterly 27:24 easy 61:13 157:9 edge 164:14 165:4 165:5 education 7:21 12:3 effect 141:16 effectively 57:20 efficiencies 7:2 153:25 efficiency 76:24 78:2 80:18 84:1,5 84:11 114:22 115:5,16 131:14 149:6 150:3 efficient 54:10 120:23 122:2 148:1</p>	<p>employees 130:22 130:23 employment 173:12 empty 76:12 109:17 enclosed 145:18 146:6,9 enclosing 146:12 encourage 23:4 35:24 67:3 125:9 125:10 129:4 encouraged 23:3 127:11 encourages 109:25 ended 110:16 140:15 enforced 103:13 engage 77:13 engaged 9:4 13:13 15:22 engineer 1:20,20 5:14,20 7:22,25 8:8,18 11:6,9 12:10,17 13:7,24 14:23,23 27:7 33:7 37:6 38:4,5 41:3 44:4 144:24 170:12 engineering 5:10 7:4,13,24 8:24 12:8 34:1 38:7 61:5 engineers 8:9 12:18 24:6,8 60:1 enhance 84:19 114:21 117:18 135:21 enhanced 118:4 enhancement 84:11 126:21</p>	<p>enhances 83:25 enlarge 119:16,17 119:20 enlarged 119:14 enter 28:1 104:22 entering 20:6 81:15 entertain 132:11 173:7 entertained 101:20 entice 162:17 entire 61:24 115:20 entirely 65:12 entities 101:7 entrance 90:16 entrances 145:19 entranceway 49:1 entry 41:19 78:13 80:6 100:25 entryway 51:1 environment 29:21 34:7 53:17 63:2 66:4 125:15 138:7,8 142:7 environmental 34:12 envision 67:13 equation 111:25 equipment 29:8 escalation 43:24 especially 33:23 esq 1:19 2:6 essence 66:5 essentially 18:14 22:2 26:17 78:19 144:18 estimate 24:14 et 96:1 110:1</p>
<p style="text-align: center;">e</p>			
<p>e 1:13,13 2:1,1 3:1 3:8 6:4 37:19 94:22 177:1,1 earlier 54:23 61:22 63:12 72:2 72:16 91:11 100:22 103:19 105:15 110:25 112:6 114:3,20 122:4 132:17 135:12 154:20,23 158:20 early 33:11 ease 34:4 35:13 easier 156:7 easily 124:12 140:21 164:17 east 8:2 12:11 20:20,25 48:24 49:14 57:24 58:22 110:3 160:4,5 eastbound 31:16 48:21 51:1,10 72:23 129:10</p>	<p>efficiently 78:8 effort 159:2 efforts 66:25 eight 38:22,23 92:21 119:12 160:5 either 15:7 17:16 22:10 49:13 79:3 81:11 85:15 88:9 89:13 124:16 143:20 157:4 elect 87:12 element 18:23 21:20 61:19 84:12 elements 139:22 eliminating 35:1 elizabeth 163:13 elongate 34:14 empirical 112:21 131:7 employee 5:19 75:22,25 177:11 177:13</p>		

evaluation 152:13 evening 4:23 7:8 8:6 12:15 18:20 20:7 71:12 86:2 91:18 143:25 149:1,2 152:3 evenings 83:8 event 98:1 117:23 eventually 167:1 everybody 119:23 156:14 evidence 113:7,7,8 113:8,14 exactly 23:10 55:3 64:20 80:10 106:2 examination 7:17 examine 136:16 168:16 example 122:4 examples 18:17 exceed 114:16 excellent 22:8 29:11 63:4 76:2 exception 150:23 151:19 excess 75:8 101:15 112:3,10 132:14 excessive 41:17 excuse 11:1 17:19 96:24 exhausted 66:25 exhibit 16:17,19 16:23 26:22 exhibits 3:15 exist 116:7 existing 15:25 17:3,22 19:6 20:10,13 25:2,2 45:22 57:6 71:23 115:16 118:25 119:12	exists 43:24 165:12,13 exit 28:7 41:10,18 42:19 43:14 exiting 81:14 exits 145:19 exorbitant 46:12 expect 20:3 21:14 23:17 46:2 77:25 91:13 134:8 expectation 45:17 140:4 expected 24:10 112:10 expedition 43:16 experience 7:19 12:3 28:23 64:16 84:20 89:8 94:2 101:6 115:17 125:2 experienced 43:22 114:24 expert 5:11 6:12 6:25 8:24 11:9 13:6,15 37:24 38:7 52:23 63:21 112:7,8 125:8 146:2 170:24 experts 3:2 9:22 172:24 expires 177:20 explain 44:5 61:11 62:10 69:21 70:12 71:10 72:3 78:9 explore 54:1 extend 48:16 49:15 69:8 extended 40:22 52:16 extends 42:15	extension 50:13 81:13 119:12 extensive 91:25 extent 43:4 45:16 50:14 92:2 143:7 extra 135:6,19 142:15,19 149:22 extremely 22:7 64:11	familiarity 11:17 family 101:8 fanwood 163:17 163:20 far 40:24 41:22 54:2 67:20 88:3 91:6 104:17 135:13 147:14 153:7 155:9,10 farm 152:5 farther 49:15 111:8 fashion 21:18 fast 21:11 fatalities 139:5 favor 103:6 176:16 fear 165:3 feature 53:3 81:20 83:25 84:18 february 173:4,19 175:23 federal 44:7 fee 78:17,17 98:11 101:20 105:1,3,4,9 132:18,23 feedback 95:23 feel 34:7 41:12,22 43:6 165:5 169:6 fees 55:12 104:6 104:10 feet 16:25 18:2,24 19:14,23 27:21 41:6 42:1 43:2,13 43:16,17 45:10,18 54:6 83:13 felt 43:20 fence 119:10 fender 47:25 field 7:24 12:8 13:6
		f	
		f 1:13 70:15,18 71:13,19 73:6 94:23 137:17,18 137:20 138:1,5,17 138:18,19,21 139:1,16 142:1 169:1,4,7 177:1 facilities 111:10 165:21,21 166:9 facility 41:10 64:1 99:23 115:20 147:24 164:8,23 168:5 fact 6:10,18 13:7 67:7 91:4,11 93:19 101:9 103:23 107:20 111:23 113:19 114:16 115:19 116:11 117:20 163:25 factor 56:10,12 factors 91:16 148:3 fair 111:14 125:1 162:1 fall 30:24 55:8 familiar 9:10 10:13 13:18,19,20 35:17 101:8 116:9	

<p>figure 92:3 104:18 160:9</p> <p>fill 100:4 105:24 105:25,25</p> <p>filled 65:12 109:17</p> <p>final 1:8 5:24,24 159:19</p> <p>finalized 120:25</p> <p>financially 177:14</p> <p>find 24:13 58:22 89:11 90:19 92:9 94:6,15,19,21 121:23</p> <p>finding 165:23 166:3,17 169:7</p> <p>findings 32:18</p> <p>fine 54:17 136:19 139:2 155:2</p> <p>finish 37:2 68:4 93:24 136:4 137:7 156:5</p> <p>finished 130:18</p> <p>fire 40:23 41:1 50:1,5 116:7,17 122:15</p> <p>firehouse 40:7</p> <p>firm 163:9</p> <p>firms 170:18</p> <p>first 4:11 12:6 39:25 50:3 59:15 59:19 68:4 70:8 89:23 92:9 97:15 101:17 118:12 122:24 124:9 125:1 133:5,17 134:12 136:15 137:5 145:13 153:12,12 162:8 162:13</p> <p>fit 77:21 81:2</p>	<p>fitness 111:11</p> <p>five 23:24 30:24 43:19 53:9 57:3,6 62:5 101:25 102:4 102:5,7 106:7 119:3 120:18 123:20 125:3 128:20 154:6,12</p> <p>fix 34:8</p> <p>fixable 97:12</p> <p>fixes 34:4</p> <p>flashing 47:15,21</p> <p>flexibility 98:8 99:15</p> <p>flexible 164:21</p> <p>flier 91:4</p> <p>floor 89:24 110:12 110:12 135:9,20</p> <p>floors 91:25</p> <p>florida 8:2</p> <p>flow 48:11 57:23 58:21 165:14</p> <p>flows 17:23 18:5</p> <p>fluctuated 95:6</p> <p>fob 78:15,21,23 80:7 100:24 101:16 165:17,18</p> <p>fobs 102:4,5,7</p> <p>focus 21:2 31:11</p> <p>focused 111:3</p> <p>folks 107:3 165:22</p> <p>follow 157:17</p> <p>following 98:7</p> <p>foot 35:25 43:17 49:10</p> <p>footprint 124:18</p> <p>force 173:9</p> <p>forced 57:24</p> <p>forces 61:20</p> <p>forcing 57:22</p>	<p>ford 43:16</p> <p>foregoing 177:5</p> <p>foresee 127:13</p> <p>form 155:14</p> <p>former 1:9 5:7 59:25</p> <p>forms 6:9</p> <p>forth 6:4 11:4 24:8 63:24 177:8</p> <p>fortunate 134:7</p> <p>fortunately 6:21</p> <p>forward 21:11 162:25</p> <p>fostering 66:3,17</p> <p>found 23:23 30:2 76:24 110:15 111:5 132:5 139:1</p> <p>four 44:19 53:9 112:5 120:18 128:1 145:18 146:7 159:6</p> <p>frame 159:25</p> <p>frank 174:18</p> <p>frankly 77:19,22 83:22 84:13 85:17 89:6</p> <p>fraser 1:19 4:11 4:15 7:6,11,15 8:19,22 9:1 11:1,8 11:14,19 13:4,11 27:9 37:11,16,20 37:23 38:1,12 52:7 56:2,5 84:7 84:21 94:18,22,25 96:19 97:18 107:24 117:13,22 118:2,12,20 130:11 133:5,10 136:25 146:14 150:5,9,21 151:15 152:8 156:6,18</p> <p>160:15 165:20,25 172:13 173:16 174:22 175:10 176:7</p> <p>free 80:7 105:11 120:14</p> <p>frequency 46:12 46:12,14,15 47:24 160:23</p> <p>frequent 160:24</p> <p>friday 87:9 150:19 161:23</p> <p>friendly 36:7</p> <p>front 40:7 66:9,9,9</p> <p>frontage 16:4</p> <p>frustrating 61:19</p> <p>frustration 33:22 34:9</p> <p>fs 73:10</p> <p>full 88:6,9 89:22 90:3 92:2,4,5 102:8 124:10 133:24 134:1</p> <p>fully 56:22 112:16 134:3 157:2</p> <p>fun 54:22</p> <p>function 85:20 98:4 101:4 104:21 126:23 127:7 132:3 133:8 134:5 161:8</p> <p>functioning 36:16 131:7,8</p> <p>further 53:1,7 54:1 81:16 119:21 129:4,13 130:18 139:8 163:18 168:17 176:9 177:10</p> <p>future 21:11,16,17 31:1 50:22 56:1,7</p>
---	---	---

116:14 117:23 118:4	generated 19:22 55:12 151:25	104:11 120:11 122:21 123:11	126:11,16 128:13 131:2,6,9 132:6,17
g	generation 23:14 24:4,8,13 26:12 143:18,25	126:17 149:23 151:24 152:2 155:18 156:4 158:13 160:5 166:12,15 167:1 171:24 173:10,21	135:3 136:3,8,8,14 136:17 137:3 139:12 145:1,16 145:18 146:5,5,6,7 146:12 148:8,16 149:22 150:14 151:14 156:5,7 157:8 160:4 162:22,24,25 164:22,25 165:18 171:20 172:9,14 172:20 173:18 174:4 175:2,10,22 176:9
game 84:14 gap 43:1 gaps 44:21,21 garage 28:3 65:10 65:12 75:21 77:20 78:25 85:18 89:21 92:8 125:12 132:6 149:7 garages 99:17 109:12 110:11 garwood 1:1,3 63:18,20 64:6 123:25 127:11 128:23 129:13 157:3,6,10,11,13 158:3 160:6,13,15 161:21,24 162:24 164:24 gate 78:13 88:4 gateway 67:8 geared 60:10 gears 32:24 gene 1:17 11:2 126:10 general 5:2 15:14 105:9 137:2,11 147:5 167:20 168:22 generally 17:24 19:24 20:24 21:9 22:5 30:1,5,23 31:17,21 32:2 43:11 49:9 62:20 76:7,8 105:22 107:14 111:7 115:21 148:25 generate 24:10 72:21	generator 19:2 geometrics 36:18 getting 36:1 38:20 50:23 54:22 63:2 65:1 69:15 96:13 96:14 123:5,6 126:9,9 160:17 163:21 give 4:3,5 7:7,18 12:2 15:14,19 36:16 37:12 41:11 41:14 50:25 53:8 56:6 82:5 88:22 89:15 95:10,11,12 97:25 105:11,12 122:19 156:8 162:15 given 38:12 93:5 97:22 123:8 134:1 gives 43:15 53:10 95:22 112:7 115:17 141:17 giving 91:25 151:11 glad 159:24 glance 94:8 glazed 55:3 go 16:21 24:3 33:4 33:16 38:15 39:15 41:21 58:5 59:2 59:15,17 64:3,24 69:1 71:12,16 74:12 79:4,11 82:13 86:15 88:6 88:14 90:1 92:8 94:9 96:24 100:10	goal 36:5 61:5 goals 33:25 35:24 god 60:14 70:14 70:18 goes 71:14,20 105:10 148:21 160:7,7 going 5:16,17 11:10 36:15 37:12 39:12,19 40:3 41:11 47:13,19 50:9 51:1,5,7 52:6 56:8,11 58:10,22 59:15,21 60:10,15 61:4 63:11 68:13 68:25 70:14,14,17 71:2 73:14,16 78:6 82:11,25 83:5,7,9,23 84:15 84:16,18,22 85:6,7 86:7,8,14,14,15,22 86:24 87:15,24 88:14,17 91:18 92:9,12 94:8,9,24 95:3 96:9 97:6,20 97:25 98:5,6 99:25 100:16 101:24 102:1 103:23 104:1,2,7,9 105:19 106:7,23 117:3 120:12,13 120:23 122:8,9,22 123:4,6 125:11	126:11,16 128:13 131:2,6,9 132:6,17 135:3 136:3,8,8,14 136:17 137:3 139:12 145:1,16 145:18 146:5,5,6,7 146:12 148:8,16 149:22 150:14 151:14 156:5,7 157:8 160:4 162:22,24,25 164:22,25 165:18 171:20 172:9,14 172:20 173:18 174:4 175:2,10,22 176:9 good 4:23 7:8 12:24 49:7 52:23 58:6,21 66:14 92:13 113:7 123:18 133:13 149:6 161:14 164:16,18 166:23 gotten 67:20 69:11 103:9 governing 121:12 grade 36:11,19 47:19 125:21 grant 122:13,13 granted 80:6 121:20 158:17 great 77:14 91:12 123:21 124:24 131:18 162:8,11 greater 80:17 82:18 114:24,25 135:13 greatest 55:3 131:13 greatly 72:5 174:7

<p>green 32:4 43:11 44:24 greet 1:14 4:2,8,21 8:25 39:12,15 59:17 67:25 102:20 103:7 106:6,13,17,19 107:1,14 108:7 122:3 130:19 133:1 136:2,11,19 136:23 137:8 140:20,23 141:1 144:7 145:7 146:16 147:3,12 149:8 150:4 152:10 153:5,8,22 155:21,25 159:25 163:2 168:15,19 171:14,21 172:5 172:18 173:14,23 174:1,4,9,14,16,20 175:15,18,22 176:1,3,12,16,18 grew 20:14 grid 16:6 49:12 groceries 126:15 gross 1:11 6:21 ground 76:22 grounds 88:7 group 73:1 growing 116:25 growth 21:12,13 21:14 56:9,12,13 56:18 guarantee 105:17 132:21 guaranteed 83:6 guess 15:16 53:22 86:6 100:14 137:18,23 138:16 138:25 143:14</p>	<p>144:9 145:17 155:11 159:17 168:25 170:3 guessing 103:2 guideline 89:18 91:23 guidelines 33:2 44:8,10 89:14 98:7 99:7 109:7,8 141:13 157:24 guy 92:10,18 174:24,25 175:11 175:13 guys 156:13 gym 149:3</p> <hr/> <p style="text-align: center;">h</p> <hr/> <p>h 2:6 3:8 half 27:20 49:10 56:17 59:9 74:22 121:13,14 152:22 152:22 154:15 167:6 170:6 hand 33:12,15 36:21 40:12 41:18 42:12 48:25 51:11 57:12,14 161:15 handbook 44:9 handicap 151:6 handicapped 129:1,6,12 130:10 handle 120:23,24 155:18 handles 45:12,13 hands 73:4 hanging 123:4,5,6 happen 13:10 67:12 73:16 127:13 161:14 happens 34:10 36:14 97:18 109:10</p>	<p>happy 165:8 hard 162:12 harrison 170:21 he'll 5:20 39:20 107:10 head 54:7 143:1 headed 136:6 heads 29:9 47:6,7 headway 143:6 health 111:11 healthy 66:13 hear 11:21 106:10 108:2 130:14,15 169:15 172:9 heard 55:16 61:7 118:13 135:24 140:18 147:13 151:4 169:8 hearing 4:16,17 54:19,23 60:1 96:4 107:12 109:14 171:16 176:19 heavily 165:1 hedging 133:12 held 4:7,17 40:19 help 50:17,21 54:11 60:21 61:16 63:8,18 69:21 72:2 84:15 165:2 helps 54:9 hereinbefore 177:8 hey 68:25 132:4 high 41:20 46:16 84:16 128:25 134:8 139:4 167:4 167:11 higher 20:17 166:16,25 167:19</p>	<p>highlighted 156:2 highly 134:9 hill 46:4 hired 38:13 history 139:6 hit 45:3 hits 48:1 hitting 50:23 hold 4:16 7:21 8:1 12:10 37:10 39:12 43:17 58:4 93:23 home 38:15 76:10 76:15 97:9 149:2 149:3 157:12 158:10 160:14 166:22 homeowners 96:23 homes 166:6,21 hook 136:8 hope 47:8 81:18 127:15 141:5 hopefully 56:1 77:14 167:17,18 167:19 168:4,8,12 hoping 172:23 173:21 horizontal 46:5 47:2 horrendous 60:16 hour 18:20 20:7 104:18 132:1,2 157:13 160:19 hourly 51:17,20 79:16 98:21 104:10 hours 18:10 23:6 27:16 28:21 32:3 43:9 61:4 72:25 80:4,21 87:8 131:19 150:16</p>
---	---	---	--

<p>house 18:15 housekeeping 6:3 hudson 170:20 human 98:6 99:5 hundred 169:22 hundreds 8:3 12:12 hunt 88:16,16 89:10 hunter 94:12 hunting 90:5 94:13</p>	<p>60:24 61:1 62:10 62:20 96:7,7 118:8 138:14 140:12 141:6,23 144:1 impacting 140:16 impacts 34:12 61:8 140:6 impede 164:9 impeded 42:13 impeding 28:11 impervious 34:12 implementation 44:10,14 implementers 76:23 important 64:11 64:12 139:24 143:7 148:13 172:10 improve 63:25 64:5 73:1 improved 29:8 improvement 35:10 53:23 improvements 29:10,20 42:17 49:17 73:12,13 130:7 improving 169:13 inaccurate 6:23 154:22 inadequate 112:24 113:1 incentive 123:19 inception 96:4 incidents 46:1,9 inclement 99:8 inclined 127:4 include 55:23 56:14,14 57:2</p>	<p>120:7 included 10:18 57:5 116:22 117:8 133:17 includes 9:19 including 117:16 incomplete 55:2 incorrect 133:14 increase 21:15 22:19 31:23 61:9 67:3 73:15 113:9 115:5 129:13 increased 61:10 67:9,12 113:15 increasing 63:18 indecipherably 93:9 indicate 63:24 113:15 indicated 25:23 73:9 159:10 indicates 112:23 indicating 89:6 158:18,18,19 indication 47:16 47:17 88:22 indications 29:12 indicator 70:22 indicators 29:3,4 30:16 61:23 individual 98:12 indulgence 13:9 107:18 indulging 176:5 industrial 1:10 17:1 19:23 20:5 industry 25:15 26:4 140:7 information 30:17 31:14 32:6 95:24 99:14 108:19,20</p>	<p>110:7,9,24 111:15 informed 27:7 infrastructure 17:8 29:7 55:9 62:19 125:17 140:3 ingress 27:25 initial 9:25 37:18 103:22 166:4 168:1 initially 14:2 131:5 injuries 139:5 inline 65:21 innocent 6:15 innocently 6:14 input 136:4 inquire 82:8 inquired 91:6 inquiring 151:17 inspections 108:23 113:21 installation 44:14 instances 127:16 institute 8:8 12:17 24:5,7 instrument 78:16 intelligence 95:21 98:5 intend 5:8,25 54:24 118:16 intended 51:3 54:19 89:9 120:2 intends 79:6 intent 87:6 120:15 156:15 intention 87:2 intentions 58:21 interchange 125:24</p>
i			
<p>idea 41:8 47:12 48:5 51:23 52:22 52:23 65:21 99:10 123:9 125:18,19 126:8 131:1 132:11 ideal 64:25 idealistic 69:10 identification 27:4 identified 133:1 identify 15:4 89:2 idle 96:9 ignore 117:19 ii 55:16,19,21,22 55:25 57:1,2 116:12 117:1 118:18 119:19,20 121:8 image 16:11 imagine 54:24 74:21 immediate 167:11 impact 5:12 8:3 9:16 12:12 14:2 14:14 19:20 24:20 24:25 25:2 30:13 32:19,22 57:9,11 58:13 60:2,5,20,23</p>			

<p>interested 151:15 176:8 177:14 interrupt 16:14 intersection 18:3 27:22,23 29:22,25 30:22,25 34:15,19 35:5 36:16,18 39:1 42:5,6 43:6 44:20 45:22,22 46:1,7,22 48:2 49:11,17 53:8 58:1 62:4,5,5 71:11 73:12 137:17,18,20,25 139:16,20 140:17 141:9,21 169:1,5 intersections 18:1 18:8,8 22:3 28:16 28:18,20,24 29:4 32:1,6,20,23 46:17 62:7 interviews 99:21 108:18 113:21 inventory 15:24 investigated 88:25 involved 67:19 159:7 involvement 122:21 issue 4:18 45:8 46:20 47:17 49:25 125:7 126:19 148:20 150:1 issued 78:23 90:15 93:7,14 100:23 issues 35:13 44:21 it'd 160:16 ite 24:14,17 26:7,8 26:8 item 6:3</p>	<p>iteration 135:12 j jannotti 1:17 11:3 11:11,12,21 12:4 13:5,8 126:11 129:19 175:1,6,14 175:25 january 1:3 3:10 10:5 14:8,11,13 15:3 26:25 27:3 32:9,10,11 73:4 155:19 156:21 jersey 1:3,24 2:5 7:13 8:1,11,13 12:10,20 22:10 23:3 37:22 38:4,9 38:10,11 62:2 63:25 66:25 67:1 67:3 68:11 123:22 124:10 142:11,14 158:17,21 177:5 177:19 jfk 129:25 job 1:25 151:13 john 1:18 johnson 144:22 join 159:1 joseph 1:16 journey 18:14 jr 1:19 judge 60:23 111:14 jug 45:12,13 july 9:24 14:3,7 69:20,23 jump 44:21 136:2 jumped 64:23 jurisdiction 20:18 20:19 jurisdictional 17:12</p>	<p>k k 37:19 88:19 kathy 1:14 keep 6:1 32:3 39:19 41:8 103:18 keeping 35:3 58:25 62:23 81:7 95:4 101:24 kept 29:15 40:21 key 78:15 99:12 101:16 131:22,24 165:16 keyword 118:20 kind 15:9 50:8 59:8,21 65:3 68:24 72:20 124:7 126:8 127:1 141:10 145:17 152:20 153:6 kings 52:14 62:17 kiosks 55:9 klein 1:20 5:13 6:5 6:10,14 10:10,10 13:22,23 14:8,9 15:4,5 30:15,18 31:13 33:8,8,9,13 36:11,23 37:2,5,5 37:11,18,19,21,25 38:3,15,18 39:5,6 48:18 51:8 52:7 54:2 56:16 68:4 83:5 85:5,13 86:6 86:13,18,21 87:3,9 87:14,23 90:23 92:7,16 95:13 108:17 110:22 136:3,9,13 137:3,5 147:8,10,16 149:13 150:7,11 150:24 151:20 152:9,15 153:7,10</p>	<p>154:2,4,11,21,23 155:4,6,12,17,24 156:3,11,20 157:10,19 158:1,9 160:11 161:5,25 162:7,22 163:5,10 168:24 169:3,8,17 169:20 170:1,6,10 170:16,25 171:3,6 171:7,12 172:19 klein's 10:14 14:5 14:17 24:24 25:23 32:7,14 38:17 108:16 113:5 164:13 know 4:24,24 5:8 10:24 15:2,14 27:5 31:10 33:5 34:20 37:23 38:24 47:22 48:1 50:25 51:6,12,21 53:6 57:12,17 58:10,11 59:22 62:9 64:2,3 67:9 71:1 83:11 89:3,4 90:4,23 92:6,7,21,22,23 98:7 99:7 103:5 104:16,16 106:6 106:22 107:17 119:24,24 120:10 121:21 123:9 128:23 131:8 134:21 136:17 137:6,21 139:9,10 139:11 141:1,21 142:12,16,23 143:10,11 146:9 146:10 147:13 148:4,5 149:17 150:8 152:5 159:9 159:9 160:11,16</p>
--	---	--	---

163:8 164:16,22 165:3,16 167:21 169:8 knowing 72:20 140:9 160:9	leasing 18:23 21:20 75:6,22,25 77:2 101:10 114:9 leave 75:21 76:11 76:12,18 97:6 125:12 132:7 160:13 leaving 18:14 20:4 39:3 42:24 77:6 132:3 152:2 led 114:14 ledge 41:13 lee 1:20 10:10 13:23 33:8 37:5 37:18 101:1 left 28:2,8,10 33:15 40:12 41:18 42:5,10,21,24 43:14 44:19,22 46:18 48:16,18,24 48:25 49:11 50:24 51:23,23 52:14,17 57:12,14,21 58:9 58:14,15 68:2 71:18,23 93:19 96:23,25 123:5,5,6 leg 42:19 44:19 162:2 legal 82:7 legitimate 157:16 length 43:5,18 lengthening 169:10 lengths 38:23 62:6 lengthy 111:22 letter 10:18 13:21 14:20,22 15:6,6,10 32:8,14 110:23 154:6 159:7,11,12 159:15,22	letters 10:17 14:18 level 28:25 29:3 30:17 35:13 61:23 62:7,23 70:3,15,18 71:13,19 84:16 88:5 92:5 94:7,10 94:19,21 109:25 128:25 135:11 138:1,5,21 142:3 168:25 levels 24:16 30:6 61:25,25 70:6,7 72:8 73:1 90:2 92:4 94:6 109:17 111:16 lewis 1:21 173:1 173:25 174:3 license 38:6 177:21 licensed 7:25 12:9 licenses 8:19 12:24 licensure 7:20 8:1 12:11 life 156:7 light 41:9,19 50:19 82:18 86:1 92:10 125:15 141:6,10 141:13 lights 47:3 89:5 likelihood 102:9 limited 98:15 linden 163:14 line 17:8,16 51:7,8 51:10 60:8 63:21 163:16,22 167:10 lines 22:11 50:10 50:11 58:6 80:24 123:24 linkage 105:16 list 156:8	listed 103:2 listen 107:4 listened 163:7 168:2 lists 149:18 little 4:4 41:14 42:1 47:24 48:16 50:18,25 51:6 56:9,10 59:3,22 60:3 64:23 74:19 78:9 80:14 90:6 111:9 125:13 131:11 134:7 136:3 137:21 151:22 152:25 153:15 165:4 166:25 live 65:8 69:4 97:9 102:1 104:3 151:14 162:11 168:6 lives 23:18 living 125:11 livingston 170:11 llc 1:6 2:4 4:10 5:4 local 16:3 located 16:7 17:11 17:14 22:15 27:20 28:4 34:1 51:17 74:3,14 81:9,21,22 locating 42:21 location 22:21 43:7 45:9 111:4 119:8 166:23 locations 111:2 lock 95:8 logically 97:14 lombardo 1:15 174:11 long 23:7 38:21,23 43:17 48:24 52:10
I			
I 7:10 37:19 labeled 16:16 land 23:15 124:14 124:17 landscape 144:23 landscaped 145:5 145:11 lane 3:10 27:3 28:8 33:12 36:5 36:12,20,21 38:22 41:8 42:5,7 43:14 50:13 54:8 large 40:7 46:9 70:13,24 120:3 largely 20:2 32:14 34:3 larger 70:21 largest 110:14 late 4:4 76:15 176:6 lately 116:4 layer 114:19 layman's 153:5 laymen's 60:21 lead 85:9 learn 124:6 learning 95:18,22 lease 78:18 100:17 101:4,5 102:8 131:6 132:20,24 133:2,15 leased 120:20 134:3 leases 101:13 133:4			

<p>52:10 53:19 56:4 61:3 132:4,8 139:18 141:10,13 longer 60:4 71:2 132:11 look 16:4,4 18:19 21:4,17 23:14 26:11 30:8,18 31:5 36:15,19 41:23 45:1,20 46:17 53:2 61:12 61:24 62:20 70:6 72:14 76:25 91:16 100:8 109:22 111:25 112:4,5 115:9 130:4 138:2 139:4,24 140:5 156:4 159:10 161:19 164:7 looked 6:16 24:20 41:25 45:23 62:7 62:8 77:8 111:4 124:19 163:17 looking 16:22 17:6 17:25 21:9,22 26:15 28:18 30:5 34:4 36:11 39:9 40:5 57:9 60:24 62:21 69:7 70:8 70:17 93:12 99:13 100:15 129:17 139:13,19 141:4 154:5 164:12 166:6 looks 142:5 lot 45:19 47:25 63:8 65:14,18 74:7 76:17 78:17 86:8 88:9,16 89:22,22 90:16 97:2 104:14</p>	<p>105:24 116:8,16 118:6 119:12,14 119:16,17 122:12 122:15,15 123:3 126:13 129:22 132:10 134:4 139:22 148:9 166:18,23 167:24 168:2 loud 34:21 love 129:8 low 24:4 46:16 56:9 134:3 167:15 lyndhurst 110:3</p> <hr/> <p style="text-align: center;">m</p> <hr/> <p>magic 142:17 magnitude 124:9 mail 6:4 maine 8:2 maintain 125:16 maintained 79:24 maintenance 105:10 major 16:2 20:21 68:17 139:14 majority 21:1,2 46:9 157:2 makeup 75:5 making 28:10,11 35:14 40:20 49:6 50:23 58:9 65:23 70:20,23 84:8 107:21 125:22 126:1 169:9 malcolm 1:18 maligned 70:16 manage 79:6,8 95:3 101:11 104:24 120:13 147:21 150:18 153:4</p>	<p>managed 78:12 88:11 89:16 98:5 99:5,5,7,13 115:16 120:21 132:13 165:1 168:12 management 27:17 79:5 84:1 85:24 89:13,17 91:23 95:6 98:3 99:7 100:9 104:23 105:9 113:22 139:25 149:5 153:14,19 manager 79:8 95:23 98:6,19 100:10 105:5 115:4 managers 76:23 110:6 managing 93:6 149:15 150:2 mandate 87:16 maneuver 81:5 maneuvering 54:5 manner 22:18,22 30:12 manual 24:8 44:8 91:24 manuals 109:9 map 16:10 84:16 march 173:5,17 175:11 177:20 marked 16:17,18 26:20 27:3,8 markets 111:10 mass 26:2 157:4 158:6 161:7,12 massive 94:5 math 128:21 mathematical 114:6,14</p>	<p>matter 5:14 6:6,7 9:5 11:15 13:14 121:15 131:17 matters 137:6 maximized 42:21 maximum 36:21 mayor 1:15 104:6 120:11 121:21 157:18 158:14 159:7 174:11,16 mean 10:24 22:17 23:18 30:19 37:3 39:24 45:25 50:7 64:13 72:6 75:20 78:11 92:16 93:11 94:4 95:20 104:6 104:16 107:6,10 107:24 114:23 139:11 141:23,25 142:18 145:1 153:8,10 160:3 162:13 163:7 167:15,17,25 175:3 meaning 79:22 means 36:1 43:18 69:4 78:22 89:2 measure 58:6 61:2 measured 75:16 measures 47:8 138:10 measuring 27:22 28:25 meet 80:1 153:8 153:11 162:2 meeting 1:2 11:3 33:19 57:18 60:9 76:16 106:20,21 145:8,13,15 147:6 163:8,24 171:17 171:22 173:5,7</p>
---	---	---	--

<p>174:5,12,17,18 175:5,17,21,24 176:10,13 meetings 66:22 144:14 meets 147:17 member 12:5 members 4:4 7:9 33:5 67:2 121:12 174:10 176:7 memo 155:7 mention 60:9 124:23 162:10 mentioned 17:6 20:11 21:19 27:16 32:13,17 45:9 53:13 58:24 63:10 63:12 72:1,15 80:17 96:3 104:5 112:15 114:20 115:1 116:4,4 131:22 138:24 139:9,10 151:22 158:20 169:21 message 34:21,21 met 44:3,13 159:19,20 161:2 meters 55:9 metuchen 91:7 99:23 111:4 115:4 michael 1:17 midday 19:4 28:22 77:8 middle 26:17 37:18 midnight 110:13 mile 167:6 miles 62:14 millennial 166:1 millennials 165:23 166:14</p>	<p>million 124:12 mind 168:3 minimize 101:9 minimum 6:22,24 91:20 112:17 113:9 115:25 134:25 147:17 148:4,7 153:11 mink 130:17 minks 2:6 4:22,23 5:2 7:15,16,17 8:15 9:2,3 11:2,7 11:12,15,16,23 12:1 13:11,12 14:9,10 16:13,20 27:5,11,12 37:4,10 37:13 38:14,16 39:5,23 48:20 49:2,21,24 50:5,12 51:14,25 52:19 53:20 54:17 55:18 56:3,4 59:6,12 63:12 66:19 67:16 67:23 68:2 72:4 72:10 73:9 74:5 82:10,14 83:2,7,14 83:17,21 84:4,9,23 84:24 85:9,19 86:7,24 87:6,11,15 88:24 90:7,20,25 91:2 92:24 93:1 93:23,25 94:19,20 94:24 95:9,16 96:3 97:15,19 100:15,18,21 102:1,5,15 104:12 104:20 106:8,15 106:17,18,24 107:6,16,24 108:1 108:9,11 117:15 117:25 118:3,15</p>	<p>118:22 119:1,4,7 119:11,25 120:6 120:15 121:25 122:11 123:13,16 123:21 124:3,8 126:20 127:21 128:19,21 129:18 129:20 130:9,13 131:4,16,24 132:16,19,22 133:3,7,12,21,25 134:11,14,16,24 135:4,7,10,16 136:13,20 137:4 144:2,16 145:3,9 145:23 146:3 154:17,22 156:10 156:12 157:17 159:1,17 161:4,16 161:25 164:4 167:3 168:15,17 171:1,9,18,19,23 172:3,8,16,20 173:6,20 174:7 176:2,5,11,20 minus 113:1 minute 22:7 106:7 162:21 minutes 62:16 107:13 123:20 147:7 160:19 missed 11:20 12:5 mitigated 31:4 mitigates 62:11 mitigation 72:18 138:10 140:12 mitigator 22:23,24 mix 148:24 152:13 mixed 1:11 8:5 12:14 18:6,22 19:1 23:25 30:12</p>	<p>158:23 mixing 77:4 mobility 20:23 mode 60:11 61:21 62:14 69:1 model 65:7 modes 17:9 22:25 23:4 35:15 96:14 modest 24:19 26:13 modifications 30:4 modified 21:7 moment 11:5 93:5 134:2 137:7 monday 161:23 monitoring 76:13 monmouth 170:19 month 57:1 months 153:13 morning 19:2 20:2 75:21 76:11,19 105:18 143:25 152:2 157:9 158:10 morris 124:21 morristown 110:3 motion 176:12,14 motor 17:18,19 22:16,23 31:20 35:7 motorists 28:1,9 35:12 57:23 mounted 88:8 mouth 6:1 149:10 move 8:17 27:18 28:14 45:6 51:20 53:7 81:23 88:19 117:17 143:8 174:6 176:12 moved 62:13</p>
--	--	---	--

<p>movement 27:25 33:14,15 34:23 42:19 43:1 54:9 58:7 88:19</p> <p>movements 44:24 71:20 138:2,4 169:4</p> <p>moving 17:5 19:16 35:8 48:23 58:22 134:6,6 165:22 174:5 175:17</p> <p>multi 83:10 101:8</p> <p>multifamily 127:10 162:5</p> <p>multimodal 63:1 138:8</p> <p>multiple 94:6 161:7</p> <p>municipal 55:11 104:14 119:17 129:19,21</p> <p>municipalities 8:10,12 12:19,21 23:2 58:20 138:19</p> <p>municipality 45:21 47:12 51:19 52:9 53:22,25 55:12 82:5 120:20 120:21 122:14 141:19</p> <p>municipality's 82:8 122:16</p> <p>mutcd 47:6</p> <p>myopic 60:24</p> <p>myrtle 58:15 102:12</p>	<p>napolitano 1:18 130:21</p> <p>narrative 91:23</p> <p>narrow 35:5 81:8</p> <p>narrowing 53:15</p> <p>nature 18:16 34:14 45:14 46:22</p> <p>near 53:2</p> <p>nearside 45:13</p> <p>necessarily 34:7 34:20 55:22 82:20 126:16,16 137:3</p> <p>necessary 41:2 61:9 86:3 89:9 140:11 156:9 172:11</p> <p>need 31:3 32:2 40:16,22 41:12 43:4 44:3 58:5 63:25 65:15 66:4 66:15 80:19 81:17 82:11,19 85:22 95:7 124:10,14 132:2 140:12 142:14 148:8,11 148:24 149:24 162:3,17 172:1,14 172:18,22</p> <p>needle 45:6 143:8</p> <p>needling 117:17</p> <p>needs 44:13 63:19 112:12</p> <p>negative 53:18</p> <p>negatives 33:16</p> <p>negotiated 135:17</p> <p>negotiations 66:23</p> <p>neighbor 126:12 126:18</p> <p>neighborhood 70:24</p>	<p>neighboring 56:19 158:3</p> <p>neither 177:10,13</p> <p>network 16:6,7 17:10,19,20,24 19:18 21:23 22:1 23:9 24:22 30:9 30:14 35:11 45:15 49:9,13 61:14,24 81:25 138:13 140:11</p> <p>networks 16:1</p> <p>never 61:8 97:20</p> <p>new 1:3,24 2:5 7:13 8:1,11,13 12:10,19 22:9 23:3 25:11 37:22 38:4,8,9,11 47:1,5 57:17 62:2 63:24 65:3 66:25 67:1,3 67:8 68:11 72:5 72:19 73:19 115:12 123:22 124:10 126:22,22 139:24,25 142:11 142:13 157:9 158:17,18,21 160:4,18 161:22 161:22 162:9 166:7,19,20,21 177:4,19</p> <p>newark 126:5,6 157:14 160:4</p> <p>newer 29:8 166:5</p> <p>newly 72:14</p> <p>nexus 91:5 97:17 99:22 104:23</p> <p>nice 42:17 50:25 89:24 164:19 165:9</p>	<p>nicely 65:2</p> <p>nierstedt 1:15 4:12,13,19 59:4,16 59:18 63:7 64:20 64:24 66:19 67:15 67:18 68:1,8,20,23 69:17,24 70:5,12 71:1,7,9 72:11,15 73:3,8,23 85:3 99:25 100:13 101:23 102:3,10 102:22 103:4,8,16 104:5,13,15 105:15 106:5 120:9 121:17 122:22 123:14,18 124:1,4 125:7 126:4 127:17 128:6,9,12,17,22 129:22 130:1,5,15 135:9 136:6 140:15 142:11 154:4,19,25 155:5 156:22 157:11 158:8,12 159:3,12 159:24 161:13,18 162:19,25 174:16</p> <p>night 4:25 23:22 87:9,10 150:19,19 150:19 156:23 163:20,20 174:17 175:3</p> <p>nights 76:16</p> <p>nine 70:7 116:6 118:25 119:6,7,13</p> <p>nj 17:15 53:7 64:16</p> <p>nj2793508 1:25</p> <p>njtpa 159:21</p> <p>non 78:22 87:21 89:3 97:12 98:12</p>
n			
<p>n 2:1 3:1 37:19</p> <p>name 7:7,9 37:17 110:4</p>			

<p>99:11 normal 56:13 83:11 normally 52:8,12 56:7,12 north 16:23 17:14 17:15 18:3,3 20:17,19 28:15 30:1 46:6 71:3,11 73:13 123:6,12 129:7,10,23 northbound 71:18 northeast 163:12 notary 1:24 177:4 177:19 noted 25:1 notice 40:6 173:24 175:21 176:10 noticed 127:16 174:2 notification 176:9 notify 92:4 noting 4:15 notre 7:25 12:9 number 6:22 44:3 64:9 66:14 70:1 77:9 95:14 100:1 103:21,23 110:5 115:25 142:15,17 143:6,17 152:24 154:6,8,12,13 155:1,2 157:16 164:2 166:24 167:1 numbered 76:21 numbers 24:17 56:13 62:24 73:5 127:19 151:24 158:19 160:3 164:12,13,13 166:16 167:4,4,25</p>	<p>168:1 numerous 70:23</p> <hr/> <p style="text-align: center;">o</p> <hr/> <p>o 1:13 7:10,10 object 52:20 objection 38:14,16 52:18 53:21 88:23 90:9 obligated 119:17 observations 160:20 obsolete 47:4 obviously 8:15 10:13 47:22 52:4 55:21 78:23 98:18 98:23 122:17 141:4 143:13 144:4 145:25 156:9 173:20 occasion 43:9 occasions 110:5 occupancy 23:1 110:10 134:8 166:7 occupant 165:20 occupied 56:23 89:22 110:8 111:6 149:20 occupiers 166:4 occupying 166:4 occur 73:16 91:15 occurred 98:24 occurring 41:24 occurs 30:20 ocean 170:20 offer 69:3 84:25 offered 87:7 112:22 offering 82:10,12 office 14:17 18:17 18:23 21:20 23:16</p>	<p>24:21 75:6,22 76:1,2 77:3,20 79:5 110:23 114:9 oh 60:20 142:10 148:11 162:15 170:10 171:19 okay 4:8,24,24 15:1,13 26:9 27:13 31:9 60:9 61:20 65:5 68:10 68:10 69:17 70:5 70:13,17 71:20 72:16 73:4,23 84:7 87:9 100:20 101:24 106:5 114:3 115:24 118:2,14 122:23 123:18 128:24 129:5 134:13,15 134:20 135:23 137:19 138:7 144:7 147:1,3 150:4 154:25 155:3,5 156:3,23 168:19 170:2 171:16 174:20 176:3 old 47:2 70:8 older 69:22,24 olivo 3:3 5:9,11,16 7:4,8,9,12,18 8:15 8:20,21,23 11:13 13:6 16:15 38:25 52:1 83:24 84:10 85:8 87:18 89:8 90:13 91:3 93:2 95:17 97:20 100:18 104:21 106:9 107:8 108:3 108:12 117:18 118:7 120:1</p>	<p>126:21 130:18 131:10 136:8 146:1 148:5 151:16 156:23 158:20 163:7 167:4 172:22 olivo's 67:4 150:22 164:13 once 17:1 25:16 27:14 40:2 59:19 116:25 ones 65:15 70:23 155:25 online 108:21 113:23 165:22 166:9 onus 47:11 open 32:3 39:16 40:19 41:8 92:22 95:4 130:6 137:1 137:10 168:3,21 opening 126:23 145:1,18 openings 146:10 opens 49:11 operate 16:2 28:19 45:11 91:7 104:24 138:4 151:7 operates 91:1 operating 25:16 99:16 113:22 138:1,3 157:2 operation 17:2 21:5,6 30:6 32:22 87:8 148:16 150:20 153:2 169:13 operational 7:2 84:1,11 114:22 115:15</p>
---	--	---	---

<p>operations 8:8 12:17 30:2 38:5 operator 98:18 148:21 operators 99:22 opinion 40:6,17 57:11,20 63:14 94:2 138:22 149:8 150:10,12 154:2 opportunities 161:7,12 opportunity 4:5 22:15 69:4 87:12 136:16,21 151:11 162:2 167:7 opposed 60:14 101:1 176:18 opposite 152:1,3 optimal 49:15 optimized 73:19 75:11 orange 37:22 order 8:4 25:17 37:14 42:25 44:13 78:4 94:6 123:10 124:8 129:4 137:4 148:14 ordinance 6:17 167:14 ordinarily 25:9 oriented 17:13 22:6 24:1 35:20 63:13,23 64:17 109:6 127:8,10 141:4 143:12 161:11 162:5 original 21:8 134:17,18 160:8 originally 159:19 outlier 167:6</p>	<p>outlined 16:24 output 100:9 outside 68:14 128:16,18 167:24 overall 115:9 134:25 135:20 overflow 53:10,11 148:8 overlap 91:19 115:22 134:7 164:8 overnight 76:8,10 77:2 110:4 132:4 overstaying 98:20 99:1 overview 15:14 owned 120:12,21 129:6,9 owners 96:24 ownership 122:18 owns 102:11 119:15</p> <hr/> <p style="text-align: center;">p</p> <hr/> <p>p 2:1,1 p.m. 1:4 4:1 18:21 18:21 110:13 176:21 page 3:2,9 16:18 16:24 26:17 124:5 154:6 156:15 pages 168:2 paid 105:5 120:17 paint 50:8 125:15 painted 41:7 80:24 par 119:18 parallel 10:3 20:20 54:3,9 parameters 72:25 paramount 49:25 67:11 139:23</p>	<p>parent 164:22,24 park 7:12 54:9 65:10 66:1 76:17 77:16 78:6,19 80:7 81:7 82:17 82:21 85:1,7,11 86:16 87:5,20 89:25 97:2 100:7 100:11 120:2,14 122:7,9 130:22,24 130:25 131:1 132:8 148:6,14 153:2 164:8 parked 97:4 110:17 114:15 131:25 163:19 parkers 89:3 parking 3:10 5:11 6:22,25 7:2 9:19 10:18 13:15 14:23 15:6 24:3 27:2 28:3,3,4 32:25 33:1 39:7,8,10,11 39:16,20 41:22 51:17,20 52:25 53:1,2,6,10,11,14 53:17 54:3,4,4,7 54:11,14 55:7,9 59:10,15 61:4 64:21 65:13,15,21 65:25 66:2,6,8,10 66:15 68:6,7 73:25,25 74:2,13 74:15,19,21 75:1,7 75:8,13,15,18,19 75:20 76:3,6,8,9 76:17,23 77:1,10 77:18,20 78:2,5,11 78:24,25 79:5,6,9 79:13,16,25 80:4,8 80:9,17 81:2,20</p>	<p>84:1 85:17,22 86:10 88:14,15 89:13,17 90:17 91:1,10,15,23 92:11 93:6,13 96:6,17 97:2 98:6 98:11 99:7,23 100:3,7,8,16 101:11 102:6,11 102:12,24 103:18 103:21 104:5,23 105:10,11 106:11 108:22 109:5,18 109:18,19 110:11 110:16 111:16,19 111:20 112:1,8,10 112:11,14,16,17 113:9,16,18 114:5 114:7,7,20,22,24 114:25 115:2,3,7,9 115:16,19,20,25 116:5,8,16 117:9 117:18 118:9 120:16 121:8 127:18,25 128:2,3 128:5,14 129:22 132:10,12,17,19 132:21,23,24,25 133:2 135:8,11,19 135:21 144:11,19 145:4,4,20 146:2 146:10 147:14,17 147:20,22,22,25 148:2,8,10,10,17 148:19 149:5,6,11 149:15,19,25 150:2 152:12,16 152:17 153:3,14 153:19,24 154:7,9 158:21 163:14,21 163:25 164:15,20</p>
---	---	--	---

<p>164:22,24 165:5 166:12,14 167:20 167:23 168:4,8 175:1 parks 102:18 parkway 20:24 part 21:6 32:7 42:14 48:5,7 53:25 55:5 64:12 64:21,23 71:11 103:22 110:22 116:11 117:13,14 119:19 120:1,16 136:4 139:5,7 144:18,21 152:12 159:15 169:14 partial 45:2 107:10 participant 66:22 participated 66:24 participating 11:11 particular 16:8 18:22 20:8 111:3 112:12 126:14 137:11 particularly 45:16 parties 159:8 177:12 party 79:8 121:6 pass 92:21,23 passed 85:16 passengers 17:17 paterson 137:13 137:13 138:16,24 139:8 140:14,21 140:25 141:3,20 141:25 142:10,18 142:23 143:2,9,22 144:2,5,11,25 145:14 146:1,4,17</p>	<p>146:23 147:1 168:24,25 169:6 169:15,18,21 170:2,8,23 171:5 171:11 paterson's 156:24 171:2 path 42:3 51:4 patricia 1:23 177:3 patron 23:19 79:13 patrons 117:4 pattern 105:23 paul 1:16 paved 34:5 pavement 64:2 pay 78:18 79:12 101:20 paying 132:25 pb17-06 4:9 peak 18:9,10,20 20:7 23:6 27:16 28:21 30:24 31:9 31:12 32:3 33:24 42:14 43:8,10 46:4 61:3 71:12 72:25 73:1 77:5,8 77:16 80:4,20 91:17 95:25 110:14 115:22 138:4,6 143:18 158:11 peaks 19:2,2 31:8 42:14 76:8 pedestrian 17:8,20 22:19 29:19,21 34:6,18 35:2,6,25 36:7 40:5 53:17 62:19 125:18 126:6 141:6 142:7</p>	<p>151:2 pedestrians 34:22 34:24 35:12,15 62:25 141:3,8,20 142:6 151:5 penn 160:21 people 57:10 58:9 58:10,11,11 60:13 65:13 68:13,14,25 87:5,11,16 89:10 90:5 96:13,14 97:5 99:13 103:23 105:11 123:10 125:21 126:9,9,14 132:3 143:22,23 147:23 148:1,11 149:21,24 151:11 152:1 160:22 161:8,9 162:14,17 165:6 166:3,6,18 166:20 percent 24:17 26:2 56:7,9,13,14,17,17 68:12 76:24 78:5 99:16 115:5 126:5 133:24,25 134:3,4 134:5 142:20 143:3,5,17,23 149:21 156:25 157:15,20,23 158:3 160:6,8,10 percentage 143:13 170:3 perfect 46:5 98:23 126:6 174:8 performance 29:3 29:4 30:8,16 32:20 61:23 70:22 performed 15:15 147:15</p>	<p>period 18:20 19:4 28:22 31:8 94:12 94:14 98:21 110:5 periods 23:7 31:12 33:24 99:9 115:23 permission 36:17 82:6 permit 55:7 103:14 permitted 19:15 50:15 52:25 53:1 101:10 168:9 permitting 5:17 5:25 53:2 perpendicular 44:23 person 60:6,13,19 122:5 personal 23:1 perspective 29:14 69:8 petition 158:17 petro 5:7 phase 32:5 55:16 55:19,21,22,23,23 55:25 57:1,2,4 118:1,18 119:18 119:19,19 121:8 141:15 phases 30:20 117:5 phasing 141:18 physical 93:13 108:22,22 113:20 pick 80:14 88:8 147:25 168:6 picked 62:13 picture 61:12 70:21 74:19 138:23</p>
--	--	---	---

<p>piece 42:19 64:2 64:12</p> <p>piggyback 153:20</p> <p>place 88:9 101:18 132:5 136:7 165:15 177:8</p> <p>places 123:24 161:20</p> <p>plan 1:8 3:10 5:22 6:9 9:11 13:16 14:21 21:8 26:15 26:16 27:2,17 33:1 35:18,21,23 63:13,19,23 74:7,9 75:4 77:11 80:15 107:23 112:18,20 112:24 113:1,10 113:14 114:9,17 115:24 116:5,16 118:1,18 121:11 121:19 134:12,24 135:13 153:11 154:7,18 158:17 160:16</p> <p>planner 5:18,20 106:23 107:4 172:10 173:8</p> <p>planner's 107:20</p> <p>planning 1:1 5:21 6:6 13:9 38:8 70:15 76:16 103:20 107:8,21 109:9 170:11,20 170:21</p> <p>plans 109:8</p> <p>platform 64:19 128:24</p> <p>play 103:15 142:21</p> <p>plays 42:3 139:21</p>	<p>please 7:6 41:13 121:22 158:16,17</p> <p>pleasing 126:2</p> <p>plenty 66:2</p> <p>plow 121:13,14</p> <p>plus 113:1</p> <p>point 13:4 27:21 32:7,7 43:10 60:4 60:4 61:16,17 62:16 63:2 85:16 91:13,21 92:13 103:10,11 105:25 123:11 138:15 140:10 150:18 152:14,24 156:7 159:4 160:7</p> <p>pointed 16:23 107:10</p> <p>pole 174:9,15</p> <p>police 122:20,21</p> <p>policing 100:3</p> <p>policy 103:11 104:2</p> <p>popular 134:10</p> <p>population 21:14</p> <p>portion 23:19 27:24 74:4 77:15 85:23 86:9 119:15 134:5 147:6 170:9 171:17</p> <p>portions 150:21</p> <p>positive 35:2 72:9</p> <p>positives 63:16</p> <p>possibility 129:3 146:9</p> <p>possible 47:13</p> <p>possibly 41:3 139:10,13 173:17 174:5</p> <p>post 124:16</p>	<p>postpone 173:4</p> <p>potential 64:6</p> <p>potentially 115:6 132:11</p> <p>predicating 59:24</p> <p>predominance 44:18 46:2</p> <p>predominant 46:23 58:21</p> <p>preexisting 25:16</p> <p>prefer 173:20</p> <p>preliminary 1:8</p> <p>premarked 26:21</p> <p>premised 161:6</p> <p>prepared 5:11 9:4 9:15 10:8,10 13:22 14:2,6,14 16:10 27:1</p> <p>preparing 6:11</p> <p>present 5:17,17 20:15</p> <p>presented 101:19</p> <p>presenting 5:9</p> <p>presents 85:21</p> <p>preserving 34:21</p> <p>press 70:16</p> <p>pressed 141:16</p> <p>pretty 44:9 94:3,7 106:21 124:16 127:9</p> <p>prevent 102:10</p> <p>previously 16:17 16:18 19:10,12 21:19 27:8 32:17 73:21 173:3</p> <p>price 103:11,13 105:13</p> <p>pricing 104:2</p> <p>primarily 23:16 23:25</p>	<p>principal 5:9</p> <p>principally 145:10</p> <p>principle 35:24</p> <p>principles 140:8</p> <p>prior 25:2 33:19 47:13 50:18 145:8 151:22 170:17</p> <p>private 45:18 104:9,12,13 122:12 128:14</p> <p>privately 120:12 129:9</p> <p>proactive 137:16</p> <p>probably 38:10,22 38:24 39:4 47:25 55:4 57:4 65:15 70:1,10 77:5 78:3 87:4 106:24 124:11 143:9 153:3,16 161:17 165:9,11 169:22 174:19</p> <p>problem 11:23 26:11 34:8 36:14 37:13 42:23 47:23 62:11 83:20,22 90:22 92:25 97:8 97:12 109:20,21 158:10 164:23 171:24</p> <p>problems 34:4 44:22 46:21</p> <p>procedure 11:15</p> <p>proceed 4:3</p> <p>proceedings 1:2</p> <p>process 15:10 45:13 66:20 75:12</p> <p>processes 46:8</p> <p>professional 1:23 7:19,21,25 8:7 12:9,16 38:3,5</p>
---	--	---	--

<p>66:14 150:9,11 progress 43:7 108:8 142:9 progressing 65:2 progression 35:2 prohibited 124:22 project 1:9 9:11 9:14 11:17 12:15 15:23 19:1,7,22 20:3,8 21:12,18 22:1,14 23:10 24:9,15 27:18 30:9 32:17 39:10 60:14 62:11,13,22 63:15 64:10,13,14 64:18 67:8 70:17 72:20 73:16 75:5 75:18 77:1 84:16 96:6,12,18 105:8 109:10 110:22 112:15 116:1,8 117:5,11 124:12 134:10 138:23 140:7,16 163:23 projections 109:7 projects 8:5 9:8,8 12:14 21:13 24:2 24:2 89:17 101:8 101:12 106:12 108:23 109:6,14 109:23 110:3 111:8 112:22 139:14,25 163:17 promise 162:12 promote 168:13 promoting 63:17 proper 42:6 properly 132:13 150:2 168:12 property 1:11 5:7 17:5 18:1 19:16</p>	<p>21:10 31:20 35:18 100:10 104:13 110:6 116:13 119:15 120:19 122:12,16 129:21 proponent 68:10 propose 68:12 proposed 18:6 20:12 21:6 22:18 23:15 25:12 27:19 31:6,19 39:11 57:18 72:18 73:25 74:2,16 75:10 80:12 127:25 128:1 proposes 1:9 proposing 84:2,13 118:9 138:11 147:17 164:4 protection 53:16 protracted 40:1 protractive 94:11 94:14 provide 5:20 15:15 22:11 27:25 28:7 31:13 35:5 78:4 89:13 96:7 108:24 112:21 113:16 124:20 128:25 155:8,13 156:9 provided 30:16 32:6 38:7 127:19 147:20 150:12 provides 44:10 96:5 112:15 providing 55:8 74:19,25 116:6 117:10 142:5 167:9</p>	<p>provision 129:5 proximate 81:21 proximity 22:20 143:6 157:24 161:10 prudent 131:5 public 1:24 22:9 22:20 23:12 24:19 24:23 58:23 63:5 63:9 66:17 68:7 69:5 70:13 90:25 108:3 109:25 114:11 116:5,16 120:13 137:2,11 143:20 147:5 157:25 158:4,24 168:22 171:15 176:8 177:4,19 publication 6:8 published 72:8 pucciarello 1:23 177:3 pull 54:6,7,8 86:14 88:3 89:21 punch 132:1 punching 101:1 purely 114:6 purpose 29:18 89:9 purposes 13:15 40:19 push 28:15 78:25 141:15,16 pushing 40:24 141:21 put 11:4 21:8 24:12 34:2,10,18 38:2,21 44:11 50:9 56:12,24 57:25 63:24 64:14 72:19 84:15</p>	<p>110:11 137:19 141:14 149:9 156:20 171:7 175:3,10 puts 24:8 62:12 153:6 putting 102:23 139:15</p> <hr/> <p style="text-align: center;">q</p> <p>quadrant 26:16 qualifications 11:5 38:2,17 qualified 8:9,17 11:8 12:18 13:7 38:10 56:5 qualify 12:4 171:10 qualifying 15:7 quality 84:19 question 11:10,22 16:12 33:6,11,18 40:2 57:9 67:22 68:2,5 82:3,24 86:6 88:2 93:24 100:15 104:6 109:4 117:24 118:13,24 120:19 120:22 122:23 123:3,15 127:17 128:23 130:21 145:14 146:15,16 146:17 152:11 153:21 157:17 160:3,8 161:5,11 161:19 169:19 172:6 173:2,15 questioning 108:4 108:4 136:5 137:1 137:5 144:8 questions 11:18 39:6,16,19,22,25</p>
---	--	---	---

<p>59:5,23,23 60:10 78:11 85:4 97:16 107:2 130:17,18 130:19 136:9,22 136:24 137:8,11 147:11 154:5 155:6,14,23 163:3 163:4 168:18,19 queue 31:14,15,23 32:5 33:23 38:20 41:7 43:3,10,18 62:8 queued 33:21 queues 31:22 62:4 queuing 30:19,19 31:6 40:11 41:23 42:1,15 141:23 quick 49:8 61:13 94:7 122:4 152:10 quicker 61:16 quickly 44:6 108:12 quite 40:12 77:19 85:17 147:3 167:15 quote 73:15 103:24</p>	<p>rapidly 81:23 rare 43:9 125:25 raritan 60:8 163:16,22 rate 139:4 rated 137:17,19,21 169:1 ratio 65:14 112:2 113:11,13 114:23 114:24 117:18 135:22 147:14 152:20 ration 88:15 ratios 112:14,17 149:14 167:23 razor's 165:3,5 reach 43:10 reached 108:18 read 140:22,23 reading 76:20 real 99:19,21 142:13 realize 115:7 129:9 really 11:4,10 36:12,19,22 41:3 46:25 47:10 49:25 55:10 59:11,20,24 77:1 86:11 91:18 96:13 105:17 111:2 120:22 127:15 139:17 145:22 148:8 150:18 151:21 realtime 75:14 76:22 95:17,22 110:7 rear 46:2,10,23 reason 34:16 39:24 83:17 84:13 158:12</p>	<p>reasons 29:11 66:6 121:18 168:9 recalibrate 72:22 recall 25:24 40:11 66:20 74:9 90:8 140:14 142:13 received 159:6 receiving 95:25 173:11 recess 4:6,7 106:16 recognize 17:13 18:5,25 23:5 32:25 42:24 128:23 recognized 8:23 recollection 133:15 recommend 8:23 48:8 136:25 recommendation 15:5 38:13 49:7 89:18 recommendations 15:8 89:14 106:12 112:23 155:9 recommended 13:5 recommending 51:24 record 4:1,12,16 7:7 11:2 26:23 36:25 38:2 63:14 63:15 67:20,22 103:17 118:14 130:6 recreation 77:7 red 16:24 30:20 34:16,19,23 35:1 41:9,19 44:24 47:17 92:10</p>	<p>redesigned 116:15 redevelop 1:10 22:17 redeveloped 19:8 21:18 22:22 redeveloper 5:5 redeveloper's 104:8 129:2 redevelopment 5:6,22 6:9 20:8 21:13,25 22:4 23:4 30:9,11 32:21 33:1 35:18 35:19,21,23 56:11 75:4 77:11 107:23 109:8 112:13,18 112:20,24 113:10 113:14 114:9,17 115:24 116:15 118:1,18 121:11 121:22 129:16 134:12 135:13 147:18 153:11 154:18 158:14 redevelopments 121:18 redo 11:24 reds 34:15 reduced 24:14 73:9 103:22 reduction 24:16 72:2 113:25 114:1 135:18,18 143:8 164:15,16 reductions 24:22 redundant 23:21 refer 26:14 referenced 6:23 references 6:13 referencing 26:19</p>
r			
<p>r 1:13,19 2:1 177:1 rack 127:24 racks 103:7 128:1 128:7 radar 132:12 radii 90:4 rahway 163:13 rail 17:7,16 60:8 60:11 69:9,10 ramp 129:5,12 randolph 170:14 range 167:2,5</p>			

referring 16:9,15 reflect 4:12 11:2 55:16 118:14 refuting 15:7 regard 9:18 30:17 32:12 67:20 114:3 159:8,22 regardless 97:22 regards 30:21 region 167:11 regional 20:23 register 101:5,17 registered 78:24 registrations 101:10 regular 1:2 176:9 regularly 29:15 regulations 102:24 reinforcing 63:1 reiterate 117:7 relate 44:16,17 related 6:6,7 relationship 23:12 relative 177:11,13 release 58:4 relevant 11:10 rely 23:1 relying 25:17 118:7,7 remained 122:11 remaining 112:1 remains 16:18 remediate 1:10 remedy 98:24 removal 120:24 121:7 122:10 remove 98:25 renewal 1:6 2:4 4:9 5:4 rent 65:11,16 100:5 164:9	renters 96:24 165:17 renting 122:5 132:6 reoccupied 19:11 19:17 repave 118:5 repeat 48:13 rephrasing 138:10 replace 54:19,25 replacing 55:4 reply 10:9 14:6 15:3 repopulate 19:13 repopulated 19:11 repopulation 20:10 report 6:14,17,20 6:23 9:24 10:9,25 14:2,6 24:24 25:23 69:19 72:5 72:7 108:16 150:25,25 159:15 159:19 reporter 1:23 177:4 reports 6:11,16 10:14 14:16 45:21 45:24 represent 88:24 representation 27:10 represents 112:15 requested 31:13 requesting 107:17 113:25 requests 101:16 require 11:13 44:14 80:4 121:4 135:7	required 6:24 27:6 47:7 103:20 113:10,12,13 118:5,17,19 119:20 121:7 requirement 7:1 75:5 77:11 78:1 121:1 requirements 6:22 33:2 75:4 112:17 112:25 113:2 114:16 124:13,14 requires 25:19 75:7 115:25 134:25 154:7 158:22 requiring 117:21 requisite 5:21,23 research 36:24 65:18 113:23 150:13 residence 76:10 158:3 resident 75:24 78:15 79:22,23 87:21 89:3 93:12 100:1,25 101:16 102:17 123:1 140:16 resident's 80:1,3 residential 18:25 20:3 21:19 23:16 23:18,25 24:9 53:4,25 58:13 75:7 76:2,7 91:17 93:8 100:11 103:17 105:6 110:14 115:3,10 152:19 residents 47:22 77:6,19 78:22	80:4 95:8 97:9,12 97:21 98:12 99:2 99:11 100:23 104:2 125:11 127:3,4 132:14 143:11,13 144:3 144:21 145:6 148:14 149:2 157:3,6,7 resolution 83:20 155:15 resolved 121:23 resources 108:21 respect 5:21 55:21 80:11,16,24 84:5 responded 155:13 156:1 response 14:1,5 32:7,9 54:24 140:17 155:19,19 156:21 responses 155:22 responsibility 122:9 rest 31:10 68:6 106:20 restate 11:20 restaurant 76:5,5 77:14,17 79:13 80:21 81:19,22 82:7,22 83:9,11 84:19,22,25 85:21 86:15 87:8 148:15 148:19,23 150:16 150:17 151:12 152:19 164:16 165:15 restaurants 111:11 149:1 150:15 164:18
---	--	--	---

<p>restrict 58:19 100:1 102:24 104:1 restricted 57:21 103:12 result 30:9 65:16 97:13 115:7 138:9 resurrect 159:12 retail 18:23 21:20 22:13 23:16,19 24:21 28:5 53:9 53:11,13 74:3 75:6 76:1,4,4,17 77:3,7,15 79:4,13 80:9,18 111:22 114:7,10 117:4 126:22 128:2,2,18 130:23 132:15 144:13 148:15,25 150:15 152:19 164:18 retailers 117:4 167:16,18 retained 3:15 rethought 153:17 retiming 138:10 retract 98:9 reutilize 55:2 reverse 20:1,6 review 10:9,14,21 13:21 14:20 15:6 21:4 24:25 27:17 30:15 46:17 113:5 139:6 reviewed 14:16 108:15 150:24,25 153:12 155:21 reviewing 33:10 170:13,14 revised 3:10 27:2 134:19</p>	<p>revision 27:8 ride 143:20 158:10 ridente 1:19 riders 64:15,18 162:15 ridership 67:3,10 168:13 rides 160:5 right 11:19 28:2,8 28:11 32:11 33:12 33:15,22 34:3,11 34:22,22 35:1 36:4,21 37:9,25 38:22 42:6,8,12,22 42:23 44:18 46:18 49:12 51:11 52:24 56:3 57:10,22 58:11,18 62:12 67:15 68:8 69:12 69:14 71:9,18 72:6,17 75:24 78:20 79:2 80:10 80:22 82:2,8 86:13 87:1,14 93:4 95:19 97:24 102:25 103:8 104:15 108:12 109:1 121:17 123:25 128:9 131:23 135:16 138:20 140:24 143:22 145:20 146:2 148:4 152:5 152:12,24 155:11 156:18 158:1 159:25 161:13,17 162:7,22 164:14 165:3 road 34:2 35:4 37:21 65:22,23 69:7 106:2</p>	<p>roads 16:5 20:20 61:15 roadway 15:25 16:1 21:23 23:9 23:22 35:7 42:4 43:22 54:15 61:14 75:1 81:25 roadways 16:2 17:7 20:21 21:3 roof 86:16 144:15 144:16 146:5,6 rooftop 88:18 room 20:22 40:16 42:4,11 165:14 167:23,24 168:11 roughly 170:2 round 12:6 110:18 route 20:24 rsis 26:4,8 66:12 ruin 38:25 run 48:25 133:19 running 20:20 26:16 48:8,10 runoff 34:13 rural 69:6 rush 18:13,20 23:6 82:21 russo 2:2 5:3,19 16:11 23:24 27:1 54:20 101:6,7,9 109:4,11 121:12 russodevelopme... 2:7 rutherford 7:13 110:3</p> <hr/> <p style="text-align: center;">s</p> <hr/> <p>s 2:1 3:8 safely 58:6 59:2 140:2 safer 73:22</p>	<p>safety 44:17 58:6 62:21,23 139:7,22 140:1 salient 67:7 sandwich 85:15 santos 5:18,19 sarno 1:16 102:22 103:1 129:24 130:3 131:2,21 153:20,23 160:2 161:16 176:14 satisfaction 5:23 saturday 20:7 28:22 77:4 87:10 144:1 150:19 saturdays 19:3 saw 131:17 saying 60:17 63:15 65:25 68:24 71:25 73:11 92:19 93:17 95:2 100:14 103:25 108:3 130:10 133:10 137:18,23 138:17 139:12 142:13 143:23 155:20 158:5 166:24 says 26:21 86:19 89:21 92:10 97:23 scape 126:6 schedule 132:18 161:15,20 scheduled 173:3 science 7:23 12:7 scratch 152:6 sea 66:10 seal 171:2,11 seat 83:10 seated 12:5 24:22 seats 150:15</p>
---	---	---	---

<p>second 16:14 33:5 39:13 58:16 60:7 64:22 69:18 71:14 71:16,16 101:17 124:11 148:19 175:3,5 176:15 seconds 71:2,21 169:11,11 secretary 1:21 see 19:1 22:1 29:12 35:3 40:11 41:4 42:4 45:12 46:2,7,7,20 49:10 49:10,12 52:2,17 57:13 58:16 62:1 62:2,6 63:16,16 65:11 66:6 67:10 67:11 70:14 77:16 77:21 88:7,21 97:10 105:23 108:7 109:22 123:22 126:19 127:2 139:5 145:2 145:4,5 146:11 148:20 152:17 162:14,16 176:4 176:19 seeing 46:1,22 91:14 137:10 147:6 167:11 168:21 seek 25:19 seeking 1:8 seen 24:16 68:20 89:20 170:21 sees 60:19 self 74:1 87:20 95:3 99:5 100:3 selfish 60:25 selling 162:8 166:6</p>	<p>seminar 94:25 send 159:13 sending 34:20 sense 37:14 59:12 89:15 91:25 101:25 121:10 sent 6:16 sentences 107:10 108:13 separate 28:8 separating 66:7 serious 22:12 123:9 seriously 4:15 serve 8:11 13:14 42:7 45:19 89:9 114:21 served 8:13 12:20 17:13 serves 133:8 service 29:1,3 30:6 30:17 35:13 55:11 61:23 62:8 70:3,6 70:7,15,18 71:13 71:19 72:8 73:2 77:13 83:4,6,8,9 83:24 84:25 85:7 85:11 87:7 138:1 138:5,21 142:4 162:9,11,12 163:15 169:1 services 15:15 17:17 sessions 123:1 set 104:9 177:8 sets 53:12 settings 91:9 settled 134:23 seven 38:23 70:6 119:14,16 128:8</p>	<p>severe 48:1 severity 46:17 138:25 139:1,18 139:23 sf 1:11 shaped 27:19 74:15 81:10 share 73:20 75:20 76:22,25 78:7 143:20 170:22 shared 5:13 42:7 75:16 76:3 91:10 114:10 152:17 154:9 164:15 sharing 75:11 111:21,23 115:20 sheet 16:16 26:20 26:24,25 69:19 sheets 100:9 shoppers 97:1 shopping 97:2 shoprite 123:7,11 126:12,15,17,18 shore 170:19 short 4:7 55:8 56:10 60:24 62:9 84:21 106:16 108:13 142:4 shorten 41:15 shorter 35:6 shorthand 177:3 shoulder 51:8,9 show 40:8 64:18 64:19,21 showing 101:1 shown 88:12 128:3 shows 71:13 shrink 66:2 shut 6:1 shuts 44:23</p>	<p>side 17:16 42:12 65:2,3 71:3,3 119:10 123:12 124:16 129:6,7,10 129:10,11,23 141:8,9 164:1 sides 49:13 129:8 145:19 146:7,11 146:12 sidewalks 17:8 sighted 142:4 sign 34:17,18 44:20 88:10 101:5 signage 47:13 48:5 signal 29:6,8,12,18 30:3,21 42:20 43:3,12,25 44:11 44:15,23 45:7,9,10 45:17 46:3,19,20 47:1,2,5,6,7,14 72:14,18,19 75:11 138:9 141:17 169:9 signalized 17:25 27:23 34:19 58:1 73:12 signals 23:7 44:12 45:11 73:19 signed 159:8,21 significant 16:5 30:13 31:2,7 32:22 124:15,17 173:12 significantly 28:19 72:10 74:22 112:3 signs 85:16 silly 122:23 similar 8:5 9:8 12:14 30:6 111:9 111:15 124:20</p>
---	--	--	--

<p>simple 91:23 92:5 124:21</p> <p>simpler 38:19</p> <p>simply 29:9 78:24 104:1 140:6</p> <p>single 23:1 75:14 99:17</p> <p>sir 7:11,16 9:2 84:24</p> <p>sister 138:10</p> <p>sit 61:3 83:10 84:25 96:9 160:19</p> <p>site 1:8 3:10 9:11 9:11,18 13:16,19 14:21 16:4,8,12,24 16:25 17:1,7 18:6 19:10 20:4,6,11 21:6 22:4,5,18,21 22:21,22 23:19,22 24:11 25:12 26:15 26:16,18 27:2,15 28:1 30:11 31:18 32:21 39:11 42:24 43:21 48:19 57:15 57:23 58:6 74:2,4 74:7,23,23 77:15 80:15 90:12,14 116:5 121:19 151:25 152:4 154:7 163:9</p> <p>sites 5:7 24:12</p> <p>sitting 30:22 157:13</p> <p>situation 45:1 97:11</p> <p>six 62:5 71:19 110:2 112:5 114:7 118:16</p> <p>size 94:1,2</p> <p>sky 125:18</p>	<p>skylight 145:17</p> <p>skyways 126:5</p> <p>slack 168:6</p> <p>sleep 76:11</p> <p>slightly 20:17 21:7 165:2</p> <p>slip 36:12,20</p> <p>slot 74:3</p> <p>slow 50:18</p> <p>slowing 151:9</p> <p>small 24:22</p> <p>smart 75:13 77:12 78:2,11 86:18 87:17,19 88:4,21 104:24 114:5,20 120:2 147:22 148:18 152:11 153:2,13,24 168:8</p> <p>snappier 169:12</p> <p>sneak 36:17</p> <p>snow 97:8 120:24 121:7</p> <p>snows 97:5</p> <p>sold 166:21</p> <p>solve 35:12</p> <p>solved 44:22</p> <p>somebody 140:25</p> <p>someplace 96:25</p> <p>somewhat 31:22 47:3 60:25 69:10 107:9 126:2 142:4 173:12</p> <p>soon 50:24</p> <p>sorry 14:9 26:9 27:13 64:24 68:2 74:12 82:14 129:11 135:10 157:3 171:18</p> <p>sought 25:22</p> <p>sound 122:23</p>	<p>sounds 139:16 160:12</p> <p>source 33:22</p> <p>sources 22:8 157:25</p> <p>south 1:2,6 2:4 4:9 5:4,5,6 17:15 18:2 20:16,18 21:10 26:16 27:23 28:15 29:7,23,25 31:15 31:16 35:20 41:9 42:2 45:24 46:6 56:19,24 58:1,5 62:14 68:15,16 71:3,17 73:13 116:12 117:1 139:14</p> <p>southbound 31:14 37:8 38:20 71:18 71:22 72:24</p> <p>southeast 26:15 74:3</p> <p>southerly 26:18</p> <p>space 6:22 54:4,5 54:5 76:9 77:24 79:23,24 85:23 86:19 88:16 90:19 92:9 93:12,13 101:21 102:12 119:13 130:7,10 131:6 133:6 144:21 145:5 163:12 165:7</p> <p>spaced 45:11</p> <p>spaces 6:25 53:9 55:13 64:21 78:1 80:18 82:17,19 86:9 87:21 89:4 90:14 92:15,17,20 93:3,7,8,18 95:4,8 96:8 97:11,21</p>	<p>99:1,10 101:15 103:21 113:9 114:8,10,12 115:12 116:1,1,6 116:20,24 117:2,2 117:3 120:2,10,12 120:13 128:5 134:4,13,18,25 147:24 148:12,22 149:22,23 153:1,4 154:8 157:5 158:21 163:21 164:1,17,19 165:9 165:10 168:12</p> <p>spacing 42:21</p> <p>speak 80:14 107:10 145:22</p> <p>speaking 17:25 19:9,17,24 20:25 21:9 22:5 30:1,23 31:17,21 45:5 62:21 76:7,8 105:22 111:7</p> <p>special 50:7,8 173:7 175:21</p> <p>specific 56:21,23 147:10 151:17 163:9</p> <p>specifically 101:11 144:9</p> <p>speed 46:21</p> <p>speeds 53:15</p> <p>spell 7:6 37:16</p> <p>spoke 33:12 36:10 110:6</p> <p>spoken 30:12 91:11 103:19</p> <p>spot 54:7 76:21 80:5,5,8 89:10 94:7,9,13,19,21 102:23 105:19</p>
---	---	---	--

<p>128:14 132:21,23 132:24 133:17 145:19 149:25 156:4 spots 94:15 118:24 118:25 119:6 120:17 122:8,15 131:3 135:6 142:14 144:12,15 145:15 146:19 153:24 spruce 102:13 126:18 square 16:25 18:24 19:14,23 83:12 stack 31:25 43:19 58:4 80:23 81:1 87:25 stacked 40:14 stacking 30:19 40:12 43:13 81:24 staff 110:11 stage 28:9 staging 81:11 stall 28:4 65:15 75:23,23,25 76:12 76:19 109:18 stalls 39:11 65:4 66:8 74:1,2,15 75:7,8,19 76:14 77:1,10 91:14,15 91:20 96:12 109:16 111:20 112:1 115:2 stamp 124:16 standard 29:1 46:15 56:9 69:13 standards 52:11 140:7 147:18</p>	<p>standing 12:25 41:16 start 15:16,19,24 20:13 87:24 136:9 149:1 started 39:8 109:4 123:2 160:21 starting 78:7 starts 166:9 state 1:24 7:6 8:1 8:11 12:10,19 23:2 37:16 38:4 54:21 69:13 177:4 177:19 statement 25:25 59:25 136:14 156:24 statements 151:9 states 24:9 station 17:16 68:7 111:8 128:24,24 157:2 159:22 160:22 163:19 168:10 stations 24:1,12 109:24 stay 165:18 stenographic 1:1 stenographically 177:7 step 36:5 stephen 1:14 steve 1:18 stick 28:25 120:9 144:8 sticking 135:20 stipulated 112:16 112:23 stock 115:17 stonefield 5:10 7:4 7:13 108:14</p>	<p>stop 28:9 30:20 51:15 53:3,7 64:1 64:2 141:8,9 160:5,6,24 161:23 162:16,20,24 168:14 stops 41:5 63:20 64:6 129:14 141:5 142:15,19,19,24 143:6 158:25 159:5,6 160:10 162:4,16 store 66:9,9,9 132:5 storm 98:23 stormwater 34:13 straight 36:15 straw 174:9,15 streamline 15:10 street 16:7 18:1,4 27:24 29:23,25 31:15 38:21 52:17 53:14,17 54:2 56:20,24 57:9 58:1,10,16,17,23 97:7 116:13,25 117:3 125:22 148:9,12 163:18 165:10,10,11 streets 16:3 58:24 103:2 151:3 164:1 strength 62:24 stress 57:25 stretch 42:11 130:4 strict 98:7 striped 54:6 striping 48:9 49:18,22,23 54:14 54:14,17 55:6,13</p>	<p>structure 74:14 100:3 106:20 111:19 125:23 128:5 144:18 structured 101:13 144:18 structures 99:18 studied 62:3 101:18 110:2 studies 5:12 8:4 9:16 12:12 47:25 106:11 108:14 112:22 113:20 141:7,10 147:14 147:18 163:9 165:24 166:3 studio 69:15 studios 152:22 study 14:2,14 15:23 19:21 21:2 22:3 24:20,25 32:19 41:23 45:3 47:1 55:20 57:2 91:5 113:5 139:1 144:1 subdivision 121:5 subject 1:10 13:19 18:1 35:19 116:13 submissions 10:2 submitted 9:21 16:9 33:10 110:22 subscription 104:22 subsequent 107:12 134:17 subsidizing 66:16 substantial 170:8 successful 82:22 86:12 163:24 164:9 167:18</p>
--	--	---	---

<p>sudden 66:3 sufficient 80:1 98:1 163:13 suggest 107:11 156:12 174:5 suggested 30:18 suggesting 52:19 173:16 suggestion 95:1 summer 160:21 superintendent 77:21 supermarkets 111:10 supply 66:3 75:15 99:15 111:19 112:10 support 15:20 38:7 63:15 113:8 113:25 supports 150:13 150:13 supposed 59:6 sure 20:21 33:17 38:3 40:20 59:4 61:6 65:4 67:21 78:10 82:25 107:21 118:13 119:23 125:16 132:13 136:19 137:4 152:9 156:11,14 162:9 169:17,20 172:16 172:17,20 surface 28:4 74:2 74:6,9 86:8 121:8 surprise 6:19 45:25 46:24 surround 17:7 surrounding 106:12 108:18</p>	<p>112:22 126:22 surveys 110:24 suspect 172:21 switch 63:9 69:17 switching 32:24 sworn 7:5 37:15 127:23 169:24 synergy 22:16 23:17 121:15 synopsis 147:13 system 28:14 43:22 58:23,24 62:12 75:2,13 76:12,20,23 77:12 78:2,12,13 79:19 79:25 80:11 86:19 87:17,19 88:4,21 89:18 91:4,5,5,7 92:8,14 93:5 95:3 95:18,22 96:5 97:20 98:4,9 99:5 99:6 104:25 114:5 114:20 115:4,6 120:2,16 126:3 131:6,8,12 147:23 148:17,18 149:5 152:11 153:25 system's 100:9</p>	<p>140:18 141:25 143:4,19 150:23 151:13,19 157:3,7 160:22,23 162:18 162:23 164:17,18 172:14 175:2 taken 20:11 24:18 24:18 106:16 177:7 takes 35:10 60:3 96:15,15 125:20 125:21 131:10 142:8 talk 50:3 60:6 83:14 126:1 153:14 156:14 talked 26:13 33:6 60:11 80:13 103:12 105:15 125:9,13 137:24 talking 39:8 48:20 59:9 68:6 69:6 70:2 93:2 94:11 94:14 100:9 103:18 106:2 109:13 125:23 129:24 143:24 154:12,20 165:19</p>	<p>telling 92:8 tells 92:20 telltale 44:20 temporary 81:11 166:7 ten 54:6 71:2 92:20 119:24 125:4 tenant 148:22 tenants 95:5 tend 64:18 tends 22:23 100:2 101:9 term 55:12 60:24 105:1 106:11 109:16 111:18 132:4,8,11 140:5 151:4 terms 17:4 19:25 24:4 32:15,19,24 39:9 42:3 50:12 55:9,13 60:21 63:17 67:5 115:22 133:19,21 143:8 145:10 153:6 158:14,15 testified 32:14 84:10 90:8 100:23 117:19 127:22 144:22 145:10,23 165:8 167:5 169:22 170:4 testify 6:25 27:7 67:17 84:6 85:8 136:14,15 147:8 testifying 63:22 testimony 5:18,21 6:12 11:4 15:2,11 15:16 37:12 39:20 39:25 40:2 41:11 41:14 55:16 67:4</p>
<p>t 3:8 177:1,1 table 70:2 83:10 take 19:13 25:1,15 34:6 35:4 36:5,23 59:2 60:3 61:19 62:16,17 69:1,12 71:2,5,5,6 85:14 86:14,22 92:9 106:7 108:13 109:1 111:25 114:4 115:8 125:24 131:9</p>	<p>tandem 81:7 taps 50:23 tarantino 1:16 55:15 132:16,20 133:18,23 176:15 tax 58:24 technically 19:9 19:17 134:2 telephone 108:17 tell 47:16 60:2 68:15 88:5 92:14 123:16 127:18 137:15 147:23</p>		

74:8 80:13 83:24 90:11 106:10 107:9,20,22 114:4 116:5 136:17,17 144:3,14 148:5 150:22 151:18 164:6 168:2 172:9 172:10,12 177:6 text 54:21 texting 54:22 thank 4:13,14,25 7:16 9:1,2 13:8,10 13:11 26:9 27:11 36:9 38:18 39:5 59:18,20 67:23,25 73:23 106:15 108:9 130:16 147:1 150:4 152:8 170:25 171:5 176:2,3,11,20 thanks 176:5 theirs 166:10,10 166:25 theory 109:13 thick 44:9 thing 48:7 58:9 61:10 65:24 70:19 105:12 107:11 111:1 123:2 165:12 167:13 things 29:10 34:13 45:13 59:24 60:10 62:18 64:9 66:11 70:13 72:7 105:10 121:20 139:4 140:5,8,13 143:20 155:12 think 11:9 37:7 38:19,19,24 39:2,3 39:23 40:10 41:6 41:16 42:17 43:20	43:23 44:1,2 45:25 46:25 47:12 47:23 49:6,19,24 50:6,17 51:2,23 52:23,24 53:1 54:3,17 55:8,13 56:16 58:20 60:23 60:25 61:21 62:21 62:24 63:8 64:8,9 64:10,11 65:1,1 66:12 67:4,6,9 68:5 69:12,15 75:10 77:2 82:11 84:14,17 88:14 89:7 90:6 91:10 91:21 97:16 99:12 100:19 106:7,10 106:24 107:3 111:14 118:12 119:7 124:24 125:14,18,20,20 126:5,13,16 127:15 129:2 130:3,25 131:4,5,9 131:16,19 133:13 134:9 139:21 143:4,10 146:7,25 147:16,20,21 148:3,17,18,24 149:4,6,15,15,16 149:19,23 150:1,2 150:6,12 153:4,16 154:11,16 155:16 156:6,8 157:16 160:3,5,7,7,22 161:1,5,25 164:19 165:4,16,19,21 166:8,11,12,14,16 167:3,10 168:10 169:10,23 170:15 172:5	thinking 11:14 106:22 133:15 166:25 third 79:8 148:11 170:7 thirty 128:20 thought 49:7 thousand 167:14 167:15,19 three 9:14 22:7 23:15,17 62:14 81:7 88:5 100:7 102:11 103:1 111:1 122:6 152:23 162:21 167:14,15,19 thresholds 45:4 throughput 54:12 81:14 throw 160:2 thursday 150:19 ticket 79:1,4 90:15 93:14 101:2 132:1 164:21 ticketed 103:13 tickets 93:6,19 tie 61:4 82:6 ties 103:13 tight 51:6 88:15,15 90:3,4,6 152:19 time 4:2,6 5:17,25 11:25 12:12 19:15 20:14 21:1 31:7 31:12 42:13 47:12 55:24 59:3 65:10 73:20 75:12 76:7 77:17 88:17 91:16 94:12,14,19,21 96:15,15 98:21 107:2 118:12 130:11 131:10,11	131:17 141:14,17 142:6,8 144:12 146:18 152:14 156:22 160:6,10 160:16 162:20 165:6 167:20 168:11 171:9 172:14 174:19 177:7 timers 29:10,19 times 23:7 46:4 63:15 77:5 96:1 110:8 133:16 138:4,6 152:25 154:13 159:20 169:2,4,22 timing 29:15,15 30:4 72:17 141:18 169:10 tis 9:16,25 10:5 title 122:13,13,19 tod 26:7 today 6:1,5 17:24 30:22 34:15 154:24 today's 6:12 26:22 told 60:5 70:18 tone 53:12 tonight 4:24 5:8 52:20 60:8 106:23 147:13 156:5 174:12 176:6 tonight's 13:15 top 16:23 76:4,5,5 142:25 153:6,7 total 39:10 115:25 119:18 154:6 touched 74:18 tough 46:15 144:12 148:23
---	--	---	---

<p>tow 98:19</p> <p>towed 103:12</p> <p>town 36:1 121:14 123:12 129:23 169:16</p> <p>towns 56:19 163:13</p> <p>township 170:4</p> <p>track 129:11</p> <p>tracks 123:10</p> <p>traffic 1:20 5:10 5:12,13,14 6:11 7:22 8:3,7,12,18 8:24 9:16,19 10:10 11:5,9 12:12,16,21 13:7 13:14,23,24 14:2 14:14 15:17,19,23 16:6 17:2,4,22,23 18:5,18 19:16,20 20:1,4,5,9 21:14 21:22,25 22:19,23 23:8,20 24:3,20,25 25:3 26:14 27:15 28:11,13 29:6,24 30:21 31:18 32:12 32:19 33:7 34:1 35:3,25,25 37:5 38:5,7 39:17,21,22 39:25 41:3,13 42:20 43:1,3,8,25 44:4,8,11,12,15,22 44:23 45:7,9,10,17 45:19 46:3,8,9,19 47:3 48:10 50:18 51:11 53:3,5,14 57:2,3,4 58:14 59:5,9,13,14 60:1 60:15,19 61:5,18 61:20,25,25 62:4 62:11 63:21,22</p>	<p>67:12 68:21,24 69:5,18 72:14 73:14,19 74:20,22 75:1,11 90:9,10,11 112:7 123:3 124:21 125:8 140:6,11 144:1 147:14 150:22 151:10,17,25 165:12 169:9 170:12,16</p> <p>train 22:11 24:1 24:12 62:17 63:20 64:1,6 67:12 68:7 71:6 97:3 109:24 111:8 128:24 129:5 141:5,8 142:18,19,24 143:6 151:14 157:3,8,12,24 159:22 160:17,23 161:2,8,9,14 162:10,18 163:19 168:10</p> <p>trains 64:15 158:11</p> <p>transaction 126:3</p> <p>transcribed 1:22</p> <p>transcript 1:1 140:23 177:6</p> <p>transcripts 140:22</p> <p>transit 17:9,13,16 22:6,9,20 23:12 24:1,19,23 26:3,6 35:20 53:7 63:5 63:10,13,23,25,25 64:16,17 66:17,25 67:1,3 69:5 105:16 109:6,25 123:10,23 124:25 125:3 127:8,10</p>	<p>141:4 142:12,14 143:12,20 157:4 157:25 158:6,18 158:21,25 159:16 161:7,11,12 162:3 162:5,14 167:7</p> <p>transit's 124:10</p> <p>transportation 8:9 8:14 12:18,23 17:10,12 22:25 23:5 24:6,7 35:16 60:12 61:21 62:15 69:2 70:21 96:15 129:4 130:2,7 138:20 158:5,24</p> <p>trash 119:8,13</p> <p>travel 17:10 18:7 19:18 20:23 21:1 28:2 42:3 51:3 53:16 61:14 62:4</p> <p>traveling 28:24 138:13</p> <p>traverse 30:14 94:6</p> <p>tremendously 73:9 126:7</p> <p>trigger 82:6,8 83:16</p> <p>triggered 83:1,3</p> <p>trip 23:14 24:4,8 24:13 26:12 143:18,25</p> <p>trips 19:21 23:21 56:23</p> <p>truck 40:20</p> <p>trucks 151:6</p> <p>true 109:5 110:16 158:23 167:25 177:6</p> <p>truly 112:9</p>	<p>trust 67:10 161:16</p> <p>truth 61:8</p> <p>truthfully 107:9</p> <p>try 6:20 104:1 162:25</p> <p>trying 33:24 34:8 44:21 50:24 59:11 62:10 67:2 84:5 137:16 149:9 170:15</p> <p>tunnels 67:9</p> <p>turn 28:2,2,8,8,10 28:12 33:12,15,22 34:3,11,15,16,18 34:23 35:1 36:4 36:21 38:22 40:12 41:18 42:5,8,10,22 42:23,25 43:14 44:19,22 46:18 48:16,24 49:1,11 49:12 50:13 51:11 51:23,24 52:14,17 57:13,14 88:19 89:24,25 94:7</p> <p>turning 40:20 43:1 71:20</p> <p>turnover 134:1</p> <p>turns 41:9 149:20</p> <p>two 6:9,16 10:17 14:18 18:7 22:7,8 29:11 31:24,24 36:13,21 48:9,11 56:7,9,13,14,17 59:10,24 62:16 64:9 66:11 81:7 90:18,24 91:14 93:19 103:24 109:15 117:5 122:6,7 134:3,4,5 144:6 146:19 147:7 152:22,23</p>
---	--	--	--

<p>152:23 158:11 160:25 164:18 172:23 twos 154:15 type 22:10,25 23:3 23:10,11 36:4 53:23 57:11 63:1 88:9 89:18 91:19 91:24 96:17 125:23 126:2 167:16 types 17:9 22:13 29:2 150:14 typical 18:11,13 18:21 28:21 31:1 91:17 typically 40:19 46:16 133:3</p>	<p>110:10 125:25 133:15 157:18 162:20 understanding 27:14 116:19 131:10 144:12 understood 119:23 unfortunately 133:16 uniforming 44:8 unintended 58:19 union 56:12 124:22 159:21 163:11,22 166:19 166:25 171:12 unit 65:4,4 69:13 100:6 103:6,24 109:16,16 110:17 110:17 111:6 115:11 134:18 163:12,22,24 units 18:25 21:19 24:9 60:15 75:7 77:1 103:18 110:7 111:16 112:1 135:14 137:22 139:10 university 7:24 12:8 91:9 unlawful 129:18 130:7 unnecessarily 57:21 unnecessary 58:3 unquote 103:24 unsightly 89:7 untested 91:4 updated 10:5 14:14 150:25</p>	<p>upgrades 64:19 upper 90:2 92:4 upscale 127:4 urban 1:6 2:4 4:9 5:4 62:3 89:21 urbanist 65:3 usable 119:13 usage 24:19,23 26:3 95:25,25 110:1 use 1:11 6:19 12:14 17:1 18:6 18:22,22 19:1,10 19:11,23 20:10 22:20 23:5,25 25:11 28:24 30:12 53:15 59:21 61:18 63:5 66:16 72:24 75:22 77:6 78:7 85:15 94:12 96:8 96:14 100:24 115:16 117:20,23 118:6 123:11 148:1,12 149:4,17 149:23 151:13,22 154:10,14 157:6 157:20 158:4,23 161:8,9,9 165:8 167:15,24 useful 83:23 user 20:5 75:19 78:24 84:20 115:17 users 62:12 74:23 77:20,20 115:10 126:22 158:19 uses 22:13 23:15 24:23 91:12 113:18 115:21 123:11 150:15</p>	<p>usually 43:17 45:12 110:12 146:10 utility 101:14 utilize 20:22 75:13 81:20 87:12,16 91:24 utilized 97:22 108:21 110:9 115:2 119:16 131:13 utilizes 78:13 utilizing 36:2 115:4,6</p>
<p style="text-align: center;">u</p>	<p>u 27:19 74:15 81:10 ultimate 18:15 ultimately 58:5,22 59:1 69:16 113:24 120:18 134:22 un 58:1 unanimous 176:17 unchanged 16:18 underachiever 8:16 underground 127:25 undermine 6:20 underneath 128:1 128:3 underpass 47:14 understand 15:25 17:23 19:6 32:1 44:12 45:3 48:12 69:11 79:20 96:20 97:14 100:13</p>	<p>v</p> <p>v 7:10 vacancies 96:1 134:3 vacancy 133:20,22 134:2 vacant 1:9 93:8 96:9,22 vacate 76:19 valet 3:10 27:2 77:13 78:3,6 80:11,13,14,16 81:9,20,20,23 82:6 82:16,23 83:4,6,7 83:9,16,23,25 84:23,25 85:6,10 85:12,16,23 86:7 86:14 87:4,5,13,16 87:24 147:25 148:17 150:18 152:11 153:2,14 153:18 154:1 164:20 165:2,15 165:16 valet's 81:4 valets 82:19</p>	

valid 133:8 validated 79:4 valley 60:8 163:16 163:22 value 20:15 values 24:5 110:15 varied 29:16 various 8:12 12:20 22:2,24 23:15 27:16 108:23 169:1 vehicle 17:19,19 22:16,23 23:1 33:21 35:8 42:11 42:12 43:7,18 81:11 101:6 vehicles 20:17 27:18 31:20 36:13 41:10 43:19 75:12 81:1,5,14 85:11 98:20 vehicular 35:9 151:3 vena 1:17 52:13,16 vented 145:25 verify 108:20 versa 28:12 versus 19:22 72:25 170:4 vertical 46:5 viable 22:8 161:3 vic 93:23 128:13 vice 1:14 28:12 57:8,16 58:8 118:23 119:2,5,9 119:22 134:11,15 134:20 135:2,5,15 135:23 145:12 159:4,14,18 160:25 175:4,16 175:20	victor 1:20 7:10 14:22 163:4 view 94:3 villages 69:9 villaggio 1:14 54:18 57:8,16 58:8 118:23 119:2 119:5,9,22 134:11 134:15,20 135:2,5 135:15,23 145:12 159:4,14,18 160:25 175:4,16 175:20 vinegra 1:20 5:15 6:5 14:22 33:4,9 33:18 36:10 38:19 39:18 40:4,10,25 43:23 44:5 45:20 46:11 47:10,20 48:4,15,22,25 49:4 49:16,23 50:3,11 50:17,21 51:5,9,19 52:8,15,22,24 53:18,21 54:13 56:6,16 59:8,14 82:3,12,15,24 83:4 83:12,15,19 85:1 88:2,13 89:20 90:7,18,21 92:3,13 92:19,24 93:17,22 95:2,11,14 100:20 103:19 134:19 160:20 161:1 163:6 164:5 166:2 167:3,13 172:1 174:24 175:2,8,12 175:19 violate 140:4 violates 45:16 virgin 152:4	virtue 22:14 44:24 122:18 visibility 29:9 46:3 visible 47:6 73:21 visiting 88:4 90:2 visitor 79:12 90:13 93:3,7 visitors 89:2 95:4 95:12 98:12 117:4 132:15 visually 88:12 vital 148:15,15 volume 25:3 40:13 41:20 42:25 44:17 45:3,19 58:12 67:13 72:20 138:12 139:25 volumes 20:15 21:23 44:2 45:4 51:21 vote 4:18 107:5 172:15 voting 155:15	walking 66:10 111:12 125:21 158:24 walkway 123:9 125:13 walnut 18:4 73:14 want 4:17 6:19 15:25 19:6 20:23 33:7,21 35:10 36:25 39:16 41:8 44:11,12 51:5 53:5 55:1 58:9 59:1,1,10 60:5 62:13 64:1 65:8 65:10 66:1,18,18 67:16 68:25,25 69:1,16 84:12 86:15 88:9 90:5 100:7 102:7 103:17 120:10 124:5 127:23 130:5,13 132:7,12 132:23 133:13 136:9,11,21 147:11 151:4 155:17,18 156:3 157:16 158:13 164:8 166:21,22 172:11 174:18 wanted 67:21 76:17 119:22 164:10 169:18 wants 39:25 53:7 106:10 121:3 162:14 warning 47:21 50:25 warrant 45:3,6 51:22 warrants 43:24 44:3,13,16,17
		w	
		wait 23:7 41:17 42:25 59:3 136:10 136:12 149:18 waiting 33:21 42:9 59:5,7,19 walk 22:7,24 61:18 62:17 65:11 68:25 71:8 86:23 96:14 123:20 125:22 126:10 127:5 151:12 walkability 38:25 66:18 109:25 walkable 23:12 24:12 66:7 walker 37:21	

<p>way 16:1 28:19 30:8 34:22 39:3,3 39:4 42:2 44:25 48:9,9 58:23 60:24 66:13 78:8 86:25 92:4 120:24 122:2 134:21 140:2 144:6 146:19 149:14 160:12,12 ways 46:25 62:22 63:3 65:19 74:25 75:10 147:21 we've 9:7,13 10:3 11:21 20:11 24:16 24:18,20 26:12 29:5 32:16 55:16 59:8 65:19 66:13 69:11 74:18 77:8 89:16 91:11 111:22 121:25 142:9 165:23 166:2 172:6 weather 99:8 weaved 29:24 website 6:10 171:8 wednesday 1:3 86:2 week 174:6 weekday 18:11,21 19:3,24 20:7 28:21 71:12 weekdays 96:1 163:20 weekend 95:7 welcome 73:24 147:4 wellness 111:11 went 108:21 110:11 134:21 153:17</p>	<p>west 20:20,25 37:21 49:14 57:9 57:25 58:1,10,15 62:14 westbound 51:7 51:10 54:12 129:11 westfield 54:4 84:17 149:18 158:4 165:14 166:9 wheel 61:3 white 50:10,11 51:7 83:10 wide 49:10 widen 61:15 widened 34:2 widening 39:1 69:7 140:12 wider 65:24 width 42:2 51:12 81:13 wife 65:9 173:11 william 1:15 willing 48:15 75:13 77:13 80:20 willow 102:12 137:14 window 26:15 wise 99:10 146:18 wisecrack 11:24 wish 126:7 withstanding 8:16 witness 5:24,24 7:5,15 33:17,20 37:1,15 39:7,14 40:9,18 41:25 44:1,7 45:23 46:14 47:15 48:3 48:13,23 49:6 50:9,20 51:2,16,22</p>	<p>53:12 57:14,19 58:18 60:22 64:8 64:22,25 68:19,22 69:3,22 70:4,10,20 71:5,8 72:6,13,17 73:7,18,24 84:3 85:10,14 86:11,17 86:20 87:1,22 88:1,7 89:12 96:11 100:2 102:14 103:10 104:4 105:21 107:2,15,19 118:11 120:5,8 125:14 130:24 131:15 136:1,5,24 137:1,2,7,9,12,24 138:18 139:3,21 141:12,24 142:3 142:17,22,25 143:4,16,24 145:21 146:21,25 157:23 wonderful 123:22 wondering 126:8 word 64:25 118:13 words 42:9 44:18 149:10 work 18:14 31:10 49:25 52:21 53:21 76:10 99:18 122:1 149:2,11 152:2,18 160:18 162:12 175:15 workday 96:10 97:22 worked 8:3 9:7 10:4 12:11,13 64:17 100:17 101:7 104:7 170:17,18</p>	<p>working 9:13 23:24 109:4 158:15 163:9 works 31:9 44:25 171:12 world 99:19,21 worried 89:23 worry 137:6 worse 71:20 73:15 worst 31:8,23 42:14 105:12 wrap 172:11 writing 171:4 written 10:9 wrong 65:20 79:20 157:20 wrote 168:1</p> <hr/> <p style="text-align: center;">x</p> <hr/> <p>x 1:4,12 3:1,8 95:3</p> <hr/> <p style="text-align: center;">y</p> <hr/> <p>yeah 40:25 50:6 51:20 52:15 71:16 107:6 130:13 131:19 136:11 146:17 147:16 151:12 153:22 156:12,20 161:1 169:4 170:10 year 10:6 73:4 99:9 105:24 110:25 112:6 years 9:14 23:24 34:2 57:3,7 65:20 67:2,19 109:15 125:4 144:6 yellow 41:5 44:24 48:10 49:21 york 157:9 160:4 160:18 161:22,22 162:9</p>
--	--	---	--

younger 123:2 165:22
z
zero 31:11 92:17 zone 41:16 zoning 38:8 59:25 170:11