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		1	<u>INDEX</u>	3
	1	2	WITNESSES	SWORN PAGE
	1 BOROUGH OF WOODCLIFF LAKE	3	LOUIS J. LUGLIO, PE	6
	MUNICIPAL BUILDING 2 ZONING BOARD OF ADJUSTMENT TUESDAY, MARCH 26, 2019	4	Continued Direct Examination By Mr. Delia	6,18,
	3 COMMENCING AT 7:53 P.M.	5	Board Questions	24 8,18,
	4 IN THE MATER OF: : TRANSCRIPT	6	Public Questions	3 2 6 5
	5 : OF 188 BROADWAY LLP : PROCEEDINGS 6 188 Broadway :	7	<b>Craig Marson</b> 7 Cricket Lane	6 6
	Block 2701/Lot 3 :	8	<b>Alvin Star</b> 209 Glen Road	78
	8 BEFORE:	9	<b>David Krigsman</b> 35 Highview Avenue	83,112
	9 BOROUGH OF WOODCLIFF LAKE ZONING BOARD OF ADJUSTMENT THERE BEING PRESENT:	10	<b>Alex Couto</b> 18 Cressfield Street	84,107
	10 CHRISTINA HEMBREE, CHAIRWOMAN	11	<b>Ann Marie Borrelli</b> 18 Cressfield Court	90,115
	11 SANJEEV DHAWAN, MEMBER		Sally Gellert 210 Highview Avenue	97
	12 ROBERT HAYES, MEMBER 13		<b>Michael Fritz</b> One Edward Place	100,114
	ROBIN EFFRON-MALLEY, MEMBER		Pete Bernich 15 Cressfield Court	104
	GARY NEWMAN, MEMBER 15		Laura Jeffas	105
	HASMIG YETEMIAN, ALTERNATE #1 16		39 Kenwood Drive <b>Josephine Higgins</b>	110
	MICHAEL KAUFMAN, ALTERNATE #2 17		10 Pond Road	
	18	17		
	19	18		
	20 21	19		
	22	20		
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 23 CERTIFIED COURT REPORTERS	21		
	P.O. BOX 505 24 SADDLE BROOK, NJ 07663	22		
	201-641-1812 25 201-843-0515 FAX LauraACaruccillc@gmail.com	23		
	Laurancar decirregunari.com	24		
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1		1	<u>INDEX (cont'd</u>	<u>)</u>
2		2	<u>EXHIBITS</u>	
3	APPEARANCES:	3		
4	S. ROBERT PRINCIOTTO, ESQUIRE	4	<u>NO.</u> <u>DESCRIPTION</u>	<u>ID EVID</u>
5	Counsel to the Board	5	A-14 Exhibit T2, Fire Truck Movement Revised, 188 B	roadway
6	W ELLS, JA W O R S K I & LIEB M A N , LLP	6	(Sam Schwartz)	6
7	BY: JAMES J. DELIA, ESQUIRE 12 North Route 17 North	7	A-15 ITE Trip Generation Rat (Revised), 10th Edition,	e s
8	P.O. Box 1827 Paramus, NJ 07653-1827	8	(Sam Schwartz)	2 4
9	Counsel to the Applicant	9	A-16 Broadway Traffic Volum Cross Street and Prospect	
10		10	(Sam Schwartz)	2 6
11		11	A-17 Exhibit T1, Possible Ped	
12	ALSO PRESENT:	12	Path to Train (Sam Schwa	
13		13		
14	EVAN M. JACOBS, PE, PP NEGLIA ENGINEERING ASSOCIATES	14		
15	Board Engineer	15		
16	BRIAN A. INTINDOLA, PE Board Traffic Engineer	16		
17	RICHARD PREISS, PP, AICP	17		
18	PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC Board Planner	18		
19	MEG SMITH	19		
20	Board Secretary	20		
21		21		
22		22		
22	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. CERTIFIED COURT REPORTERS	22		
23 24	ULKIIIED UUUKI KEPUKIEKS	23		
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24 25 f 47 shee	SADDLE BROOK, NJ 07663 201-641-1812 201-843-0515 FAX LauraACaruccillc@gmail.com	<b>24</b> <b>25</b> 9 4 of 140		04/15/2019 05:37:08 PM

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00:-02 <b>1</b>	CHAIRWOMAN HEMBREE: New Application -	00:00	1	Movement Revised, 188 Broadway." So what this is is,
00:-02 <b>2</b>	Continued, 188 Broadway, Block 2701, Lot 3, use	00:00	2	your engineer had a comment on, I guess, the
00:-02 <b>3</b>	variance to add 60 apartment units and to permit	00:00	3 ⊿	right-hand lower portion. There's one parking space
00:-02 <b>4</b>	multifamily residential use, variance to raise	00:00	4	that's here, which is basically this parking space
00:-02 <b>5</b>	building to three stories in height, and a variance	00:00	5	that's here.
00:-02 <b>6</b>	for deficient interior parking lot landscaping.	00:00	6	In our previous exhibit, the turning
00:-02 <b>7</b>	MR. DELIA: Good evening, Chairwoman	00:00	7	path for the fire truck's backup movement was
00:-02 8	Hembree, members of the board, staff and	00:00	8	infringing on this parking space, so what we were
00:-01 9	professionals. Thanks for having us back.	00:00	9	able to do, and I think, as I talked about at our
00:-01 <b>10</b>	Again, for the record, my name is James	00:00		last meeting, we basically utilized more of the open
00:-01 <b>11</b>	Delia from the law firm of Wells, Jaworski & Liebman,	00:00		space that's in this area that is for the dumpster
00:-01 <b>12</b>	here on behalf of 188 Broadway, LLC.	00:01		but also for a fire truck or any truck, any oversized
00:-01 13	At our last meeting, we finished the	00:01		truck could actually pull in, in pulling into the
00:-01 <b>14</b>	testimony of Matthew Clark, our engineer. He had	00:01		site, and then backing up into that space to then go
00:-01 15	been re-called a couple of times. We called our	00:01		back out of the site.
00:-01 <b>16</b>	traffic expert, Lou Luglio, and he gave quite a bit	00:01		So it does not infringe on the parking
00:-01 <b>17</b>	of testimony. The board asked a number of questions,	00:01		space or the area that is going to remain as a curbed
00:-01 <b>18</b>	and, at the end of the evening, it would have been	00:01	-	island or the new curbed island that's a part of the
00:-01 <b>19</b> 00:-01 <b>20</b>	time for the public to then ask questions; however,	00:01 00:01		dumpster location.
00:-01 <b>20</b> 00:-01 <b>21</b>	he had some homework from some of the board questions.	00:01	-	So basically this is the new area, this is the existing, and the maneuver for the fire truck
00:-01 <b>21</b> 00:-01 <b>22</b>		00:01		
00:-01 <b>22</b>	What I've done in advance tonight is I've handed you a series of four documents. I'm	00:01		coming in and then backing up to leave can be accomplished with vehicles that are parked in those
00:-01 <b>23</b>	going to bring Lou up right now, who has been sworn.	00:01		spaces.
00:-01 <b>25</b>	I'm going to have him go through these particular	00:01		And that really was the purpose of
0001 20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	00.01	20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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00:-01 <b>1</b>	6 documents one at a time with you, each of which	00:01	1	8 this.
00:-01 <b>1</b> 00:-01 <b>2</b>	6 documents one at a time with you, each of which addresses some of the questions and further	00:01 00:01	1 2	
-	documents one at a time with you, each of which		-	this.
00:-01 <b>2</b>	documents one at a time with you, each of which addresses some of the questions and further	00:01	2	this. <b>Q.</b> Please continue to your next exhibit.
00:-01 <b>2</b> 00:-01 <b>3</b>	documents one at a time with you, each of which addresses some of the questions and further information that was requested at our last hearing.	00:01 00:01	2 3	this. <b>Q.</b> Please continue to your next exhibit. MR. PRINCIOTTO: Just a question before
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	9			11	
00:03 <b>1</b>	purpose of having a vehicle that's parked in the	00:06	1	foot.	
00:03 <b>2</b>	space, you could see that it would not hit that	00:06	2	<b>Q.</b> And that involves an exiting movement,	
00:03 <b>3</b>	parking space or vehicle in the parking space.	00:06	3	correct?	
00:03 <b>4</b>	MS. YETEMIAN: You're talking just for	00:06	4	A. Yeah, that's the backup movement.	
00:03 <b>5</b>	down below as opposed to the one on top?	00:06	5	MR. NEWMAN: Well, then it's not	
00:03 <b>6</b>	THE WITNESS: Yes.	00:06	6	exiting, right?	
00:03 <b>7</b>	So, the parking space itself ends here,	00:06	7	THE WITNESS: What?	
00:03 <b>8</b>	so it basically ends here, and this parking space	00:06		MR. NEWMAN: The backup movement is	
00:03 <b>9</b>	basically ends here. So for all intents and purposes	00:06		when it would be backing up into the	
00:03 <b>10</b>	of a vehicle, even a Suburban is 18-feet long, for	00:06		THE WITNESS: Yes.	
00:03 11	the most part, most vehicles are shorter than that,	00:06		So the forward movement is coming in in	
00:03 12	and with respect to the wheel stops that are here, I	00:06			
00:04 <b>13</b>	don't believe in my professional opinion that this	00:06		line, right, those are the inbound movements. And	
00:04 <b>14</b>	would be an issue with respect to the fire truck	00:06			
00:04 <b>15</b>	backing up, even if vehicles were parked in the	00:06	-	and you could see that this is the maneuver to	
00:04 16	spaces.	00:06	-	actually turn it to get it into there.	
00:04 17	MS. EFFRON-MALLEY: And if somebody had	00:06		So, again, I'd say that these turning	
00:04 18	something bigger, a pickup truck or something like	00:06		, , , , ,	
00:04 19	that?	00:06	-	show that they take up more space than they actually	
00:04 <b>20</b>	MR. HAYES: Or you had a Suburban in	00:06		do, and so normally when we do turning templates for	
00:04 21	that space.	00:07		something that is tight, if there is an overlap by	
00:04 22	THE WITNESS: Even a pickup truck or a	00:07		less than 1 foot, 1 foot or less, I personally would	
00:04 <b>23</b> 00:04 <b>24</b>	Suburban, I mean a Suburban is going to be out to	00:07 00:07	-		
00:04 <b>24</b> 00:04 <b>25</b>	about 18 feet, itself. So, again, these turning	00:07			
00.04 23	templates are very conservative, so what I'm saying LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	00.07	25	MR. HAYES: Mr. Luglio, can you remind LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	
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-	10			12	
00:04 <b>1</b>	is that in reality, this green line that you see	00:07	1	me whether or not the fire department previously	
00:04 <b>2</b>	here, the actual turning movement would probably be	00:07	_		
00:04 <b>3</b>	something that's even shorter or smaller than that.	00:07	_		
00:04 <b>4</b>	I believe that this will definitely work.	00:07		MS. EFFRON-MALLEY: And were there an	v
00:04 <b>5</b>	MS. EFFRON-MALLEY: Because I thought	00:07		changes to the left-hand side of the drawing where	,
00:04 <b>6</b>	that's why you were re-drawing, just to show us that	00:07	-	you're taking up, I think I counted six parking	
00:04 <b>7</b>	it was going to miss that?	00:07	7	spaces? It's not on that	
00:04 <b>8</b>	THE WITNESS: Yes. I think from the	00:07	8	THE WITNESS: Of the old one?	
00:04 <b>9</b>	previous one that we had, you know, basically went	00:07	9	MS. EFFRON-MALLEY: The old one.	
00:05 <b>10</b>	into the parking space by a few feet.	00:07	10	THE WITNESS: We didn't change that at	
00:05 <b>11</b>	MS. EFFRON-MALLEY: Uh-huh.	00:07	11	all.	
00:05 <b>12</b>	THE WITNESS: So we were able to move	00:07	12	MS. EFFRON-MALLEY: So basically you're	;
00:05 <b>13</b>	it up, so that we're up against the northern parking	00:07	13	prohibiting the parking on those six spots, so you're	
00:05 <b>14</b>	space to the top of the page.	00:07	14	losing six spots?	
00:05 <b>15</b>	And the other thing that I guess we	00:07	15	THE WITNESS: No.	
00:05 <b>16</b>	could have done, and I didn't think it was a big deal	00:07	16	So what we were asked to do by the fire	
00:05 <b>17</b>	at the time, but we also could bring in the truck	00:07	17	department was to show that turning template, in the	
00:05 <b>18</b>	closer to the median itself, so that this break would	00:07	18	event that those visitor parking spaces were not	
00:05 <b>19</b>	happen farther out.	00:08	19	utilized. And so that's basically what we did, we	
00:05 <b>20</b>	So obviously we could rerun this and	00:08	20	went through and we said, well, if those parking	
00:05 <b>21</b>	have it completely clear. I thought it was clear	00:08	21	spaces were not utilized and they were free and	
00:05 <b>22</b>	enough that we didn't need to do that. Again, what	00:08	22	I'm now looking at, I don't remember what this was,	
00:05 <b>23</b>	we're talking about here, this stripe is 18-feet	00:08	23	did we mark that?	
00:05 <b>24</b>	long, so what we're talking about is probably even	00:08			
00:06 <b>25</b>	less than 1 foot, I want to say it's less than 1	00:08	25	-	
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.			LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	
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	13		15
00:08 <b>1</b>	THE WITNESS: Yes.	00:10 <b>1</b>	MR. DHAWAN: A standard stall is
00:08 <b>2</b>	MR. DELIA: A-10.	00:10 <b>2</b>	18 feet?
00:08 <b>3</b>	THE WITNESS: So, on A-10, this diagram	00:10 <b>3</b>	THE WITNESS: Yes.
00:08 <b>4</b>	of the fire truck turning template coming in, we were	00:10 <b>4</b>	MR. DHAWAN: The other question I have:
00:08 <b>5</b>	asked to utilize the visitor parking spaces that were	00:10 <b>5</b>	Is that turning template you're describing those
00:08 <b>6</b>	here, which is basically six, about seven parking	00:11 <b>6</b>	lines represent the outside edge of the wheel or
00:08 <b>7</b>	spaces that would be utilized or not be able to be	00:11 <b>7</b>	over? You superimposed a vehicle, the truck, that
00:09 <b>8</b>	parked in for the truck to position himself here,	00:11 <b>8</b>	rectangle throughout that entire motion. That's the
00:09 <b>9</b>	itself here, then make that backup maneuver and then	00:11 <b>9</b>	footprint that it would create?
00:09 <b>10</b>	go back out.	00:11 <b>10</b>	THE WITNESS: That's right. Any part
00:09 11	So in the event that these parking	00:11 <b>11</b>	of the fire truck, whether it be the wheel or the
00:09 <b>12</b>	spaces are full, we still would have the fire truck	00:11 <b>12</b>	overhang of the truck itself, represents this line.
00:09 13	coming in and basically pulling up in any one of	00:11 <b>13</b>	So, in most cases for a fire truck itself, it's the
00:09 14	these locations or at least to this position here,	00:11 <b>14</b>	overhang.
00:09 15	and then it would have to be backed up to the backup	00:11 <b>15</b>	MR. DHAWAN: Right.
00:09 <b>16</b>	plan that we were just talking about. That's not	00:11 <b>16</b>	THE WITNESS: For a passenger car, it
00:09 17	uncommon to how this operates.	00:11 <b>17</b>	may be the wheel, in certain places.
00:09 18	MS. EFFRON-MALLEY: Back up the hill	00:11 <b>18</b>	MR. DHAWAN: Okay.
00:09 19	there?	00:11 <b>19</b>	THE WITNESS: But this represents,
00:09 20	THE WITNESS: Yeah, the backup maneuver	00:11 <b>20</b>	whether it's the wheel or the overhang itself, that's
00:09 21	would be backing up to the dumpster area that we have	00:11 <b>21</b>	the turning template, that's the amount of space that
00:09 22	here, in the area in front of the dumpster, and then	00:11 22	it occupies.
00:09 23	be able to go out in the forward direction.	00:11 23	MR. DHAWAN: You have the size of this
00:09 24	MS. EFFRON-MALLEY: And the fire	00:11 <b>24</b>	truck, right?
00:09 25	department approved that?	00:11 <b>25</b>	THE WITNESS: Yes.
00.03 20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	00.11 20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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	14		16
00:09 <b>1</b>	14 THE WITNESS: Yes.	00:11 <b>1</b>	16 MR. DHAWAN: What did you use to do
	THE WITNESS: Yes.	00:11 <b>1</b> 00:12 <b>2</b>	MR. DHAWAN: What did you use to do
00:09 <b>2</b>	THE WITNESS: Yes. MS. EFFRON-MALLEY: Are we getting them	00:12 <b>2</b>	MR. DHAWAN: What did you use to do this?
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	17		19
00:13 <b>1</b>	MR. HAYES: What speed did you run this	00:15 <b>1</b>	MR. HAYES: I'm less concerned with the
00:13 <b>2</b>	program on, speed of the fire truck?	00:15 <b>2</b>	backup maneuver than I am with the entry.
00:13 <b>3</b>	THE WITNESS: 65 miles.	00:15 <b>3</b>	So, making the 90-degree turn, so the
00:13 <b>4</b>	I'm just kidding.	00:15 <b>4</b>	faster the truck is moving, the more difficult
00:13 <b>5</b>	This was run at, I believe, at 10 miles	00:15 <b>5</b>	MR. NEWMAN: The wider the berth.
00:13 <b>6</b>	an hour coming in and five in the backup maneuver.	00:15 <b>6</b>	MR. HAYES: The more difficult it
00:13 <b>7</b>	MR. PRINCIOTTO: So if the fire trucks	00:15 <b>7</b>	becomes for the fire truck?
00:13 <b>8</b>	change, then we wouldn't know what would happen,	00:15 <b>8</b>	THE WITNESS: Yes.
00:13 <b>9</b>	depends on what the truck would be?	00:15 9	MR. HAYES: So when you submitted this
00:13 <b>10</b>	THE WITNESS: I mean, this is a pretty	00:15 <b>10</b>	diagram, the original diagram unmodified to the fire
00:13 11	large ladder truck, so having something that's larger	00:15 11	department to have it cleared, were they aware of the
00:13 <b>12</b>	than this, I'm not sure you would have something	00:15 12	speed with which you ran the program? I mean, I
00:13 13	larger than that, but that is obviously a	00:15 <b>13</b>	don't know if that would impact the decision or not,
00:13 <b>14</b>	possibility, yes.	00:15 14	it's probably a question for them when we get them
00:13 15	MS. EFFRON-MALLEY: Can we look at the	00:15 15	here, but if you could just let us know whether they
00:13 <b>16</b>	other towns around here to see if this is the biggest	00:15 <b>16</b>	were aware of that?
00:13 17	one around?	00:16 17	THE WITNESS: I'm not sure if they were
00:13 <b>18</b>	THE WITNESS: I have not, but I would	00:16 <b>18</b>	aware or not. I don't think that's something that
00:14 <b>19</b>	say this is one of the largest trucks as a ladder	00:16 <b>19</b>	came up during the discussion.
00:14 20	truck itself. There's smaller ladder trucks than	00:16 <b>20</b>	MR. HAYES: Okay.
00:14 <b>21</b>	this, but this is a pretty standard size truck.	00:16 <b>21</b>	MR. JACOBS: Mr. Luglio, can you
00:14 22	MS. EFFRON-MALLEY: But isn't that what	00:16 22	possibly provide a graphical template of the vehicle
00:14 23	you're going to need, if you're fighting a fire	00:16 23	you used, instead of just a picture, because
00:14 <b>24</b>	that's	00:16 24	THE WITNESS: Sure.
00:14 <b>25</b>	THE WITNESS: Yes.	00:16 <b>25</b>	MR. JACOBS: looking at the picture,
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812
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00:14 <b>1</b>		00:16 <b>1</b>	20 the rear of that truck has two axles, and the one you
00:14 <b>1</b> 00:14 <b>2</b>	MS. EFFRON-MALLEY: How do you get to	00:16 <b>1</b> 00:16 <b>2</b>	20 the rear of that truck has two axles, and the one you have only has one.
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00:14 <b>2</b>	MS. EFFRON-MALLEY: How do you get to	00:16 <b>2</b>	the rear of that truck has two axles, and the one you
00:14 <b>2</b> 00:14 <b>3</b>	MS. EFFRON-MALLEY: How do you get to the other side of the building, I haven't gotten there yet, the backside, the side that's closer to	00:16 <b>2</b> 00:16 <b>3</b>	the rear of that truck has two axles, and the one you have only has one. THE WITNESS: Yes. And basically the
00:14200:14300:144	MS. EFFRON-MALLEY: How do you get to the other side of the building, I haven't gotten there yet, the backside, the side that's closer to Cressfield Court?	00:16 <b>2</b> 00:16 <b>3</b> 00:16 <b>4</b>	the rear of that truck has two axles, and the one you have only has one. THE WITNESS: Yes. And basically the truck itself is in the computer system as far as the
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		1	
	21		23
00:17 <b>1</b>	So coming in, there's still a pretty	00:21 <b>1</b>	throughout the site.
00:17 <b>2</b>	wide the existing driveway width would remain the	00:21 <b>2</b>	MR. NEWMAN: But there's no ingress or
00:17 <b>3</b>	same.	00:21 <b>3</b>	egress on the eastern portion of building B, so if
00:17 <b>4</b>	MS. EFFRON-MALLEY: So you could get an	00:21 4	there's a fire on the eastern portion of the building
00:17 <b>5</b>	ambulance in and out? You could get some of those	00:21 5	in the middle, where do they fight it from?
00:17 <b>6</b>	cars in the parking lot in and out if	00:21 <b>6</b>	THE WITNESS: Then they would actually
00:17 <b>7</b>	THE WITNESS: Yes, as long as, you	00:21 <b>7</b>	be fighting it either from this corner or from behind
00:17 <b>8</b>	know, there's not another fire truck or another	00:21 <b>8</b>	the dumpster area, from here through that area.
00:17 <b>9</b>	ambulance that's positioned next to it, which I	00:21 <b>9</b>	MR. DELIA: Again, Mr. Luglio is not an
00:17 <b>10</b>	doubt. It usually would be in front or it might be	00:21 <b>10</b>	expert in firefighting. I know we have a chief that
00:18 <b>11</b>	even positioned at this location. And, again, that's	00:21 <b>11</b>	we want to have appear here. I think all these
00:18 <b>12</b>	all a function of where they really need to be.	00:21 <b>12</b>	questions are best suited for the chief who has to
00:18 <b>13</b>	CHAIRWOMAN HEMBREE: Anybody else?	00:21 <b>13</b>	fight the fire, and, I would presume, as the chief,
00:18 <b>14</b>	MS. YETEMIAN: What's the distance	00:21 <b>14</b>	will be marshalling which vehicles go where and fight
00:18 <b>15</b>	between the end of one parking spot, the top, and the	00:21 <b>15</b>	the fire and whatever else is happening in an
00:18 <b>16</b>	beginning of the one at the bottom?	00:21 <b>16</b>	organized fashion.
00:18 <b>17</b>	THE WITNESS: So here to here?	00:21 17	MR. NEWMAN: I agree, actually
00:18 <b>18</b>	MS. YETEMIAN: Yes.	00:21 <b>18</b>	MR. DELIA: Great.
00:18 <b>19</b>	THE WITNESS: This should be a 24-foot	00:22 19	MR. NEWMAN: it's better suited for
00:18 <b>20</b>	aisle. So there's two 12-foot lanes, which is also	00:22 <b>20</b>	the fire chief.
00:18 <b>21</b>	industry standard 12-foot lane.	00:22 <b>21</b>	MR. DELIA: All right. May we move on
00:18 <b>22</b>	MS. EFFRON-MALLEY: For cars or for	00:22 <b>22</b>	to our next exhibit?
00:18 <b>23</b>	the trucks put those things out, whatever they're	00:22 <b>23</b>	CHAIRWOMAN HEMBREE: Yes.
00:18 <b>24</b>	called?	00:22 24	BY MR. DELIA:
00:18 <b>25</b>	THE WITNESS: So, if they have	00:22 <b>25</b>	<b>Q.</b> Okay. What is our next exhibit, Lou,
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
			<u>.</u>
00:10	22	00:00	24
00:18 <b>1</b>	outriggers, then they actually may extend farther	00:22 <b>1</b>	and we'll mark this as A-15.
00:18 <b>2</b>	outriggers, then they actually may extend farther out, yes.	00:22 <b>2</b>	and we'll mark this as A-15. (ITE Trip Generation Rates (revised),
00:18 <b>2</b> 00:18 <b>3</b>	outriggers, then they actually may extend farther out, yes. MS. EFFRON-MALLEY: So that affects	00:22 <b>2</b> 00:22 <b>3</b>	and we'll mark this as A-15. (ITE Trip Generation Rates (revised), 10th Edition, is marked as exhibit A-15 in
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00:18       2         00:18       3         00:18       5         00:18       6         00:19       8         00:19       9         00:19       10         00:19       12         00:19       13         00:19       14         00:19       15         00:19       16         00:19       17         00:19       18         00:19       20         00:19       21         00:20       22         00:20       23         00:20       24	outriggers, then they actually may extend farther out, yes. MS. EFFRON-MALLEY: So that affects THE WITNESS: That's another 4 to 6 feet, depending on the equipment itself. MS. EFFRON-MALLEY: So then you can't get another vehicle? THE WITNESS: Even if I had, let's say I had another 4 feet, and this is probably not 12, it would be tight at that point. But, most likely, you would still have at least 8 foot. That's really all you need is 8 foot for a vehicle to get through. Even though we design for a 12-foot travel lane, most vehicles are in the area of 6 to 8 feet in terms of its width, even a larger, you know, Escalade with the mirrors, it might be 9 feet, but it's probably 8 feet, but most cars are 6 feet. CHAIRWOMAN HEMBREE: Anybody else? MR. NEWMAN: Where is the hydrant? THE WITNESS: I'd have to go back to the site plans. MR. DELIA: So this is exhibit A-11. THE WITNESS: As requested on FD-1, there's a fire hydrant right at this corner, and, you	00:22       2         00:22       4         00:22       5         00:22       7         00:22       7         00:22       7         00:22       9         00:22       10         00:22       12         00:23       13         00:23       14         00:23       15         00:23       16         00:23       17         00:23       18         00:23       20         00:23       21         00:23       22         00:23       23	and we'll mark this as A-15. (ITE Trip Generation Rates (revised), 10th Edition, is marked as exhibit A-15 in evidence.) THE WITNESS: A-15 is a revised trip generation, the number of vehicles that would be generated to and from the site. It's revised in the sense of what we provided before was the AM and PM peak hours, and, so, what we're doing, what we added in as requested is what's happening on a Saturday, both Saturday for the peak hour of the Saturday, which could happen at any point during the day, and so what we normally take is what is the peak hour of the generator or what is the peak of this residential building. And so while I did not have any information for the small existing office building, but we did have information for general office building, which we are referring to and comparing against. And so Saturday was 12 in, 10 out, for a total of 22. And, again, we compare that to the residential proposed development of 16 in, 16 out, 32. So we would have 10 more vehicles during that
00:18       2         00:18       3         00:18       4         00:18       5         00:18       7         00:19       8         00:19       10         00:19       11         00:19       12         00:19       13         00:19       15         00:19       16         00:19       17         00:19       18         00:19       20         00:19       21         00:20       23         00:20       24	outriggers, then they actually may extend farther out, yes. MS. EFFRON-MALLEY: So that affects THE WITNESS: That's another 4 to 6 feet, depending on the equipment itself. MS. EFFRON-MALLEY: So then you can't get another vehicle? THE WITNESS: Even if I had, let's say I had another 4 feet, and this is probably not 12, it would be tight at that point. But, most likely, you would still have at least 8 foot. That's really all you need is 8 foot for a vehicle to get through. Even though we design for a 12-foot travel lane, most vehicles are in the area of 6 to 8 feet in terms of its width, even a larger, you know, Escalade with the mirrors, it might be 9 feet, but it's probably 8 feet, but most cars are 6 feet. CHAIRWOMAN HEMBREE: Anybody else? MR. NEWMAN: Where is the hydrant? THE WITNESS: I'd have to go back to the site plans. MR. DELIA: So this is exhibit A-11. THE WITNESS: As requested on FD-1, there's a fire hydrant right at this corner, and, you know, obviously there are other fire connections	00:22       2         00:22       4         00:22       5         00:22       7         00:22       7         00:22       7         00:22       9         00:22       10         00:22       12         00:23       13         00:23       14         00:23       15         00:23       16         00:23       17         00:23       18         00:23       20         00:23       21         00:23       22         00:23       23	and we'll mark this as A-15. (ITE Trip Generation Rates (revised), 10th Edition, is marked as exhibit A-15 in evidence.) THE WITNESS: A-15 is a revised trip generation, the number of vehicles that would be generated to and from the site. It's revised in the sense of what we provided before was the AM and PM peak hours, and, so, what we're doing, what we added in as requested is what's happening on a Saturday, both Saturday for the peak hour of the Saturday, which could happen at any point during the day, and so what we normally take is what is the peak hour of the generator or what is the peak of this residential building. And so while I did not have any information for the small existing office building, but we did have information for general office building, which we are referring to and comparing against. And so Saturday was 12 in, 10 out, for a total of 22. And, again, we compare that to the residential proposed development of 16 in, 16 out, 32. So we would have 10 more vehicles during that peak hour on a Saturday compared to the 32 that we

	25		27
00:23 1	would have for the residential compared to 22 that we	00:26 1	March 12th and 13th, I believe it was a Tuesday and a
00:23 <b>2</b>	would have for the existing office building.	00:26 <b>2</b>	Wednesday. So basically you're putting a machine in
00:23 <b>3</b>	And that, again, this was something	00:26 3	place that's going to count traffic volume in each
00:23 <b>4</b>	that your traffic engineer asked about in terms of	00:26 <b>4</b>	direction on Broadway, and we selected a location
00:24 <b>5</b>	Saturday with respect to residential and office, what	00:26 <b>5</b>	between Cross Street and Prospect because there was
00:24 <b>6</b> 00:24 <b>7</b>	is the difference, and so the difference is about 10 for the hour.	00:26 <b>6</b> 00:26 <b>7</b>	previously existing data from NJDOT, and I'll get into that in a second.
00:24 <b>7</b> 00:24 <b>8</b>	MR. PRINCIOTTO: Where did you get that	00.26 <b>7</b> 00:26 <b>8</b>	
00.24 <b>8</b> 00:24 <b>9</b>	22 number from?	00.26 <b>8</b> 00:26 <b>9</b>	Again, we have vehicles on the left-hand side, the Y access; and the X access is
00.24 <b>9</b> 00:24 <b>10</b>	THE WITNESS: So all of this is based	00:20 <b>3</b>	time. So what we're doing here is tracking how
00:24 <b>10</b>	on the Institute of Transportation Engineers Trip	00:27 <b>10</b>	volume basically builds during the day, a temporal
00:24 <b>12</b>	Generation Manual, 10th edition, again that's the	00:27 <b>12</b>	distribution during the day, and, No. 1, it gives us
00:24 13	previous information, and, really, from an industry	00:27 13	the maximum volumes that are on the roadway, but it
00:24 <b>14</b>	standard, all of our trip estimates are based on	00:27 14	also identifies when the peak hours are and if
00:24 15	that. This represents an average day, an average	00:27 15	there's multiple peak hours.
00:24 <b>16</b>	condition, so on any given day it could be slightly	00:27 16	And so when we look at the middle part
00:24 <b>17</b>	higher, it could be slightly lower, but it is an	00:27 <b>17</b>	of this, when we look at the green and the red, these
00:24 <b>18</b>	average.	00:27 18	represent the northbound and the southbound. The red
00:24 <b>19</b>	MR. PRINCIOTTO: For what size	00:27 <b>19</b>	is northbound, the green is southbound only. And
00:24 <b>20</b>	building?	00:27 <b>20</b>	then when we look at the blue line towards the top,
00:24 <b>21</b>	THE WITNESS: For the office building,	00:27 <b>21</b>	solid blue line, that represents the total of
00:24 <b>22</b>	the existing 42,000 square feet.	00:27 <b>22</b>	northbound and southbound when you group them
00:25 <b>23</b>	MR. DELIA: Any other questions on this	00:27 <b>23</b>	together.
00:25 <b>24</b>	exhibit?	00:27 <b>24</b>	So you have northbound and southbound,
00:25 <b>25</b>		00:28 <b>25</b>	so you could see how they might be different or the
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	26		28
00:25 <b>1</b>	BY MR. DELIA:	00:28 <b>1</b>	same, and then you also have the total. And so what
00:25 <b>2</b>	BY MR. DELIA: <b>Q.</b> All right. Can we proceed to the next	00:28 <b>2</b>	same, and then you also have the total. And so what the total tells us is that the peak hour itself
00:25 <b>2</b> 00:25 <b>3</b>	<b>Q.</b> All right. Can we proceed to the next one.	00:28 <b>2</b> 00:28 <b>3</b>	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go
00:25 <b>2</b> 00:25 <b>3</b> 00:25 <b>4</b>	<ul> <li>Q. All right. Can we proceed to the next</li> <li>one.</li> <li>A. So the next one we're kind of sticking</li> </ul>	00:28 <b>2</b> 00:28 <b>3</b> 00:28 <b>4</b>	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the
00:25         2           00:25         3           00:25         4           00:25         5	<ul> <li>Q. All right. Can we proceed to the next one.</li> <li>A. So the next one we're kind of sticking with</li> </ul>	00:28       2         00:28       3         00:28       4         00:28       5	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds
00:25         2           00:25         3           00:25         4           00:25         5           00:25         6	Q.       All right. Can we proceed to the next         one.       A.         A.       So the next one we're kind of sticking         with       Q.         Let's mark this as A-16, please.	00:28         2           00:28         3           00:28         4           00:28         5           00:28         6	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly
00:25         2           00:25         3           00:25         4           00:25         5           00:25         6           00:25         7	Q.All right. Can we proceed to the nextone.So the next one we're kind of stickingwithLet's mark this as A-16, please.A.A-16?	00:28         2           00:28         3           00:28         4           00:28         5           00:28         6           00:28         7	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about
00:25         2           00:25         3           00:25         4           00:25         5           00:25         6           00:25         7           00:25         8	Q.All right. Can we proceed to the nextone.So the next one we're kind of stickingwithLet's mark this as A-16, please.Q.Let's mark this as A-16, please.A.A-16?Q.Yes.	00:28       2         00:28       3         00:28       4         00:28       5         00:28       6         00:28       7         00:28       8	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about 4:00 PM into 5:00 PM, and that should be not 5 to
00:25         2           00:25         3           00:25         4           00:25         5           00:25         6           00:25         7           00:25         8           00:25         9	Q.All right. Can we proceed to the nextone.So the next one we're kind of stickingwithQ.Let's mark this as A-16, please.Q.Let's mark this as A-16, please.A.A-16?Q.Yes.(Broadway Traffic Volumes between Cross	00:28       2         00:28       3         00:28       4         00:28       5         00:28       6         00:28       7         00:28       8         00:28       9	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about 4:00 PM into 5:00 PM, and that should be not 5 to 7,600, it should be 5 to 6:00 PM. 5 to 6:00 PM is
00:25         2           00:25         3           00:25         4           00:25         5           00:25         6           00:25         7           00:25         8           00:25         9           00:25         10	Q.All right. Can we proceed to the nextone.So the next one we're kind of stickingM.So the next one we're kind of stickingwithComparing the state of the stat	00:28       2         00:28       3         00:28       4         00:28       5         00:28       6         00:28       7         00:28       8         00:28       9         00:28       10	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about 4:00 PM into 5:00 PM, and that should be not 5 to 7,600, it should be 5 to 6:00 PM. 5 to 6:00 PM is the peak hour again, and then obviously it starts to
00:25       2         00:25       3         00:25       4         00:25       5         00:25       6         00:25       7         00:25       8         00:25       9         00:25       10         00:25       11	Q.All right. Can we proceed to the nextone.So the next one we're kind of stickingM.So the next one we're kind of stickingwithC.Q.Let's mark this as A-16, please.A.A-16?Q.Yes. (Broadway Traffic Volumes between Cross Street are Prospect Place is marked as exhibit A-16 in every.	00:28       2         00:28       3         00:28       4         00:28       5         00:28       6         00:28       7         00:28       8         00:28       9         00:28       10         00:28       11	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about 4:00 PM into 5:00 PM, and that should be not 5 to 7,600, it should be 5 to 6:00 PM. 5 to 6:00 PM is the peak hour again, and then obviously it starts to decline.
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00:25       2         00:25       3         00:25       4         00:25       5         00:25       6         00:25       7         00:25       7         00:25       9         00:25       10         00:25       12         00:25       13         00:25       14         00:25       15         00:25       16         00:25       17         00:25       18         00:26       20         00:26       21         00:26       22	<ul> <li>Q. All right. Can we proceed to the next one.</li> <li>A. So the next one we're kind of sticking with</li> <li>Q. Let's mark this as A-16, please.</li> <li>A. A-16?</li> <li>Q. Yes.</li> <li>(Broadway Traffic Volumes between Cross Street and Prospect Place is marked as exhibit A-16 in evidence.)</li> <li>THE WITNESS: So, this one has a lot of information and data on it.</li> <li>So one of the questions and sticking with traffic volumes is a few things, and I guess 1'l take them one at a time.</li> <li>On the left-hand side of this exhibit, A-16 represents the number of vehicles, okay, number of vehicles on the left-hand side. And on the bottom, we start from 12 midnight and we run every hour until 11:00 p.m., and then obviously we run back to 12 again.</li> </ul>	00:28       2         00:28       3         00:28       4         00:28       5         00:28       7         00:28       7         00:28       9         00:28       10         00:28       11         00:28       12         00:28       13         00:28       14         00:29       16         00:29       17         00:29       18         00:29       20         00:29       21         00:29       21	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about 4:00 PM into 5:00 PM, and that should be not 5 to 7,600, it should be 5 to 6:00 PM. 5 to 6:00 PM is the peak hour again, and then obviously it starts to decline. What we also have done is, this dashed line or dotted line that you see that's here that's kind of hugging the solid blue line, that is data that we were able to retrieve from NJDOT, and that was from 2013. So that data matches somewhat to what the data that we have. It's off, you know, in certain areas based on the volume itself. What we also identified was in the AM peak hour, the difference in terms of percentage difference between 2013 and 2019, was 2 percent in
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00:25       2         00:25       3         00:25       4         00:25       5         00:25       6         00:25       7         00:25       7         00:25       9         00:25       10         00:25       12         00:25       13         00:25       14         00:25       15         00:25       16         00:25       17         00:26       20         00:26       21         00:26       22         00:26       23         00:26       24	<ul> <li>Q. All right. Can we proceed to the next one.</li> <li>A. So the next one we're kind of sticking with</li> <li>Q. Let's mark this as A-16, please.</li> <li>A. A-16?</li> <li>Q. Yes.         <ul> <li>(Broadway Traffic Volumes between Cross</li> <li>Street and Prospect Place is marked as exhibit</li> <li>A-16 in evidence.)</li> </ul> </li> <li>THE WITNESS: So, this one has a lot of information and data on it.</li> <li>So one of the questions and sticking with traffic volumes is a few things, and I guess I'll take them one at a time.</li> <li>On the left-hand side of this exhibit,</li> <li>A-16 represents the number of vehicles, okay, number of vehicles on the left-hand side. And on the bottom, we start from 12 midnight and we run every hour until 11:00 p.m., and then obviously we run back to 12 again.</li> <li>BY MR. DELIA:</li> </ul>	00:28       2         00:28       3         00:28       4         00:28       5         00:28       7         00:28       7         00:28       9         00:28       10         00:28       11         00:28       12         00:28       13         00:28       14         00:29       16         00:29       17         00:29       18         00:29       20         00:29       21         00:29       22         00:29       23         00:29       24	same, and then you also have the total. And so what the total tells us is that the peak hour itself occurs between 8 and 9:00 AM. And then as you go during the day, obviously you could see that the volume of traffic goes down, then it kind of builds up again around lunchtime, and then it significantly starts even higher than the AM peak hour, about 4:00 PM into 5:00 PM, and that should be not 5 to 7,600, it should be 5 to 6:00 PM. 5 to 6:00 PM is the peak hour again, and then obviously it starts to decline. What we also have done is, this dashed line or dotted line that you see that's here that's kind of hugging the solid blue line, that is data that we were able to retrieve from NJDOT, and that was from 2013. So that data matches somewhat to what the data that we have. It's off, you know, in certain areas based on the volume itself. What we also identified was in the AM peak hour, the difference in terms of percentage difference between 2013 and 2019, was 2 percent in the AM peak hour, but it was more significant, 6 percent in the PM peak hour. 6 percent higher than

	29		31
00:29 <b>1</b>	The last part is the projected traffic	00:32 1	of cars coming in and out.
00:29 <b>2</b>	we also have down at the bottom, and this really	00:32 <b>2</b>	When any traffic engineer, especially
00:29 <b>3</b>	represents what we had on A-15 during the peak, the	00:32 <b>3</b>	the ITE, goes out and does studies, it's usually a
00:29 <b>4</b>	number of vehicles that would be generated and then	00:33 <b>4</b>	2-hour to 3-hour block of time, so you certainly
00:29 <b>5</b>	generated throughout the day.	00:33 <b>5</b>	capture what the peak hour is.
00:30 <b>6</b>	So if the board remembers what I talked	00:33 <b>6</b>	And normally what we do is we
00:30 <b>7</b>	about, the number of vehicles, and let's just go back	00:33 <b>7</b>	superimpose what the peak hour is from ITE for, let's
00:30 <b>8</b>	to A-15 for a second, if we look at the residential	00:33 <b>8</b>	say, this residential development, we superimpose
00:30 <b>9</b>	in the AM peak hour, 29, so 29 vehicles would be	00:33 <b>9</b>	that on top of what the peak hour is of the adjacent
00:30 <b>10</b>	leaving in the peak hour, but before that, you know,	00:33 <b>10</b>	roadway. The adjacent roadway in this case is
00:30 <b>11</b>	it's not 0, it's something less than 29. After that	00:33 <b>11</b>	Broadway, and so what we would do is to say yes, the
00:30 <b>12</b>	hour, from 9 to 10, it's also not 0. It's something,	00:33 <b>12</b>	peak hour of the roadway and the peak hour of the ITE
00:30 <b>13</b>	but not as high as 29. So it's not just 29 vehicles	00:33 <b>13</b>	trip generation, that's really the test of how many
00:30 <b>14</b>	leaving the site in the AM, there's a series of hours	00:33 <b>14</b>	vehicles would be added to the roadway system.
00:30 <b>15</b>	where people leave. It really starts at 4 or 5 in	00:33 <b>15</b>	So, in our case, this is something like
00:30 <b>16</b>	the morning, the peak would be 8 to 9, but you still	00:33 <b>16</b>	1,100, I guess, and we're adding 37 vehicles in the
00:30 <b>17</b>	have people leaving at 9 to 10, 10 to 11. You even	00:33 <b>17</b>	PM peak hour, compared to obviously the number of
00:30 <b>18</b>	have people during the day for a residential	00:33 <b>18</b>	vehicles that are there.
00:30 <b>19</b>	development that would be coming out in and out	00:33 <b>19</b>	And if we didn't want to look at the
00:30 <b>20</b>	during a day itself.	00:33 <b>20</b>	total, we wanted to look at it in one, either the
00:30 <b>21</b>	And so from a residential standpoint,	00:34 <b>21</b>	northbound or the southbound direction, and it is, I
00:31 <b>22</b>	we also have vehicles coming in and out from 2, 3 and	00:34 <b>22</b>	guess, intuitive in the sense that during that peak
00:31 <b>23</b>	4 for the school pickup and other after-school	00:34 <b>23</b>	hour in the PM, northbound and southbound are about
00:31 <b>24</b>	activities, but the PM peak hour still represents the	00:34 <b>24</b>	equal. Before and after that, they're not, or one is
00:31 <b>25</b>	highest from the residential development, which would	00:34 <b>25</b>	higher in certain hours and one's lower in other
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	30		32
00:31 <b>1</b>	be 37 vehicles in that PM peak hour.	00.04	
		00:34 <b>1</b>	hours. For the most part, actually this graphic
00:31 <b>2</b>	So, again, before that 5 to 6, so that	00:34 <b>2</b>	really shows, it really switches back and forth
00:31 <b>2</b> 00:31 <b>3</b>	So, again, before that 5 to 6, so that 4 to 5 period, it could be anywhere less, maybe in	00:34 <b>2</b> 00:34 <b>3</b>	really shows, it really switches back and forth between northbound and southbound, so, I mean, for
00:31 <b>2</b> 00:31 <b>3</b> 00:31 <b>4</b>	So, again, before that 5 to 6, so that 4 to 5 period, it could be anywhere less, maybe in the high 20s. After that hour, it could also have a	00:34 <b>2</b> 00:34 <b>3</b> 00:34 <b>4</b>	really shows, it really switches back and forth between northbound and southbound, so, I mean, for the most part it's equal in terms of volume that's
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	33		35
00:35 <b>1</b>	What do you mean?	00:38 1	every approval and go through every report that was
00:35 <b>2</b>	MS. YETEMIAN: North of Highview,	00:38 2	submitted and all those approvals.
00:35 <b>3</b>	Woodcliff Lake. You can include that.	00:38 <b>3</b>	CHAIRWOMAN HEMBREE: It's not the usual
00:35 <b>4</b>	CHAIRWOMAN HEMBREE: Okay.	00:38 4	thing. This hasn't happened in northern Bergen
00:35 <b>5</b>	THE WITNESS: So the short answer is	00:38 <b>5</b>	County in 30 years, as far as I know, I mean, the
00:35 <b>6</b>	no.	00:38 6	impact
00:35 7	CHAIRWOMAN HEMBREE: Why not?	00:38 7	MR. DELIA: I don't disagree.
00:35 8	THE WITNESS: Because for one, I would	00:38 8	CHAIRWOMAN HEMBREE: of what's
00:36 <b>9</b> 00:36 <b>10</b>	not recommend an in-depth study mainly because we're	00:38 9 00:38 10	happening.
00:36 <b>10</b> 00:36 <b>11</b>	replacing an office development with a residential	00:38 <b>10</b>	MR. DELIA: I don't disagree. CHAIRWOMAN HEMBREE: Well, who's
00:36 <b>11</b> 00:36 <b>12</b>	development and actually lowering the number of vehicles coming on and off of this site.	00:38 <b>11</b>	responsible then?
00:36 <b>12</b>	CHAIRWOMAN HEMBREE: Okay. Let me tell	00:38 13	MR. DELIA: Well, you are responsible
00:36 <b>13</b>	you the concern. You talked about last month of not	00:38 <b>13</b>	to make a decision on our application. We are
00:36 <b>15</b>	being able if you occupy those apartments, you	00:38 15	responsible to present proofs to you. Those proofs
00:36 <b>16</b>	would not be able to turn left to get out of that	00:38 16	are limited to the property, the frontage of the
00:36 17	driveway.	00:38 17	property, the ingress and the egress, and that's what
00:36 18	THE WITNESS: It's possible that the	00:38 18	we are here proving to you.
00:36 <b>19</b>	county would restrict turning during different times	00:38 19	We've gone the extra step to
00:36 <b>20</b>	of the day.	00:38 20	demonstrate that over a period of time there has been
00:36 <b>21</b>	, CHAIRWOMAN HEMBREE: So if you wanted	00:38 <b>21</b>	an increase in traffic, a 6-percent increase in
00:36 <b>22</b>	to go south and you had to turn right to go south,	00:38 22	traffic, so we've been asked to show that and we've
00:36 <b>23</b>	where would you go? Where are you going to go,	00:39 23	shown it, but the only thing that happens when the
00:36 <b>24</b>	around the block?	00:39 <b>24</b>	existing traffic counts go further up, it just shows
00:36 <b>25</b>	THE WITNESS: I mean, it's a circuitous	00:39 <b>25</b>	the incredible disparity with our little trip
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	34		36
00:36 <b>1</b>	route to go around the block, there's no doubt, but	00:39 <b>1</b>	generation off of our property. It's just a more
00:36 <b>2</b>	you definitely can do that versus waiting for a gap	00:39 <b>2</b>	-
00:36 <b>3</b>	in that traffic that may be blocking the driveway to	00:39 <b>3</b>	So there's going to be a lot more cars
00:36 <b>4</b>	make that left-hand turn, certainly.	00:39 4	added onto the road system, but they're not really
00:37 5	CHAIRWOMAN HEMBREE: Doesn't what's	00:39 5	going to be coming from our property, to any large
00:37 <b>6</b>	happening north on Kinderkamack, on Broadway, on	00:39 <b>6</b>	degree.
00:37 <b>7</b>	Pascack, the impact of the traffic from those	00:39 7	MR. PRINCIOTTO: I think the last
00:37 <b>8</b> 00:37 <b>9</b>	developments have an impact on getting out?	00:39 <b>8</b>	questions were related to the ingress and egress, and
00:37 <b>9</b> 00:37 <b>10</b>	MR. DELIA: If I may interrupt, because this is getting into legal argument as well. We are	00:39 <b>9</b> 00:39 <b>10</b>	now instead of vehicles coming into the property, vehicles are going to be coming out of the property.
00:37 <b>10</b> 00:37 <b>11</b>	here for our application and we're responsible for	00:39 <b>10</b>	MR. DELIA: Correct. And since our
00:37 <b>11</b>	our application, and as part of that, we're	00:39 <b>11</b>	last hearing, we are filed with the county, and the
00:37 <b>12</b>	demonstrating to you what our traffic volumes will	00:39 <b>12</b>	county will make a decision, and we'll have to abide
00:37 14	be, and we're demonstrating to you that they'll be	00:39 14	by that decision.
00:37 15	significantly lower. We're not responsible for other	00:39 15	MR. PRINCIOTTO: But I think the
00:37 <b>16</b>	projects off-site with the cumulative effect that it	00:39 16	question is related to what happens with the change
00:37 <b>17</b>	may well have on the roadway system. That burden	00:39 17	in flow of traffic now people coming out in the
00:37 <b>18</b>	does not fall upon us in terms of our proofs.	00:39 18	morning instead of coming in, and then if the county
00:37 <b>19</b>	In terms of our proofs, we need to	00:39 <b>19</b>	does say no left turn out, what impact there is as a
00:37 <b>20</b>	demonstrate to you that we satisfy the negative	00:39 <b>20</b>	result of the ingress and egress and the change in
00:37 <b>21</b>	criteria, among other things, and as part of our	00:39 <b>21</b>	the traffic flow to coming out versus going in, so I
00:37 <b>22</b>	presentation, we're demonstrating that negative	00:40 <b>22</b>	think that's a question to be answered.
00:38 <b>23</b>	criteria proof through a significant reduction in	00:40 <b>23</b>	MR. DELIA: We know it's going to be
00:38 <b>24</b>	traffic. That's our dialogue with you. That's what	00:40 <b>24</b>	limited to these very few cars in the peak hours,
00:38 <b>25</b>	we need to demonstrate. It's not for us to go into	00:40 <b>25</b>	very few. That's what we know. That's what we can
		00.40 23	
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	00.40 20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
9 of 47 shee	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812	36 of 140	

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00:40 <b>1</b>	report to.	00:42 <b>1</b>	CHAIRWOMAN HEMBREE: So how about if I
00:40 <b>1</b>	THE WITNESS: So I just want to try to	00:42 <b>1</b>	ask for copies of the traffic reports from the
00:40 <b>2</b> 00:40 <b>3</b>	clear this up maybe a little bit.	00:42 <b>2</b> 00:42 <b>3</b>	planning board in Park Ridge and the planning board
00:40 <b>4</b>	So, one, I just want to reiterate that	00:42 <b>0</b>	in Montvale, and have our traffic person look at
00:40 <b>5</b>	if this office building renovated, opened up	00:42 <b>4</b>	that? Somebody's got to see it.
00:40 <b>6</b>	tomorrow, you would have that issue tomorrow, right?	00:42 <b>6</b>	THE WITNESS: And have your traffic
00:40 <b>7</b>	Vehicles would still want to make a left turn out of	00:42 <b>7</b>	engineer look at it?
00:40 <b>8</b>	the site, make a left turn into the site, and it	00:42 <b>8</b>	CHAIRWOMAN HEMBREE: I don't know, you
00:40 <b>9</b>	would be higher volume compared to this application.	00:42 <b>9</b>	end up paying for it, right?
00:40 <b>10</b>	MR. PRINCIOTTO: At what time?	00:42 <b>10</b>	THE WITNESS: My client probably does.
00:40 <b>11</b>	THE WITNESS: What do you mean? AM and	00:42 11	CHAIRWOMAN HEMBREE: Yes.
00:40 <b>12</b>	PM.	00:42 <b>12</b>	THE WITNESS: I don't.
00:40 <b>13</b>	MR. PRINCIOTTO: AM you're going to	00:42 <b>13</b>	CHAIRWOMAN HEMBREE: I think so.
00:40 <b>14</b>	have vehicles coming out of an office building site.	00:42 <b>14</b>	THE WITNESS: My client probably does.
00:40 <b>15</b>	THE WITNESS: No, in the AM you would	00:42 <b>15</b>	CHAIRWOMAN HEMBREE: Yes, sir.
00:40 <b>16</b>	have vehicles going into the office building.	00:42 <b>16</b>	MR. INTINDOLA: Madam Chair.
00:40 <b>17</b>	MR. PRINCIOTTO: Right.	00:42 <b>17</b>	Brian Intindola from Neglia
00:40 <b>18</b>	MR. DELIA: Right.	00:42 <b>18</b>	Engineering.
00:40 <b>19</b>	So, in the AM peak hour, you would have	00:42 <b>19</b>	So, I think what the board is having to
00:40 <b>20</b>	57 vehicles that wanted to come into the site, and in	00:43 <b>20</b>	grasp is that there's going to be an onslaught of
00:40 <b>21</b>	the AM peak hour northbound and southbound volume is	00:43 <b>21</b>	traffic by others.
00:41 <b>22</b>	about the same, in terms of volume, volume itself.	00:43 <b>22</b>	CHAIRWOMAN HEMBREE: Yes.
00:41 <b>23</b>	So, depending on the direction that	00:43 <b>23</b>	MR. INTINDOLA: So how do you quantify
00:41 <b>24</b>	vehicles are coming in, you would still have that	00:43 <b>24</b>	that, right, but also the applicant has the burden to
00:41 <b>25</b>	issue, that's a reality, right?	00:43 <b>25</b>	prove that his traffic, he's presenting it as
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
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00:41 <b>1</b>	The second part is, after our last	00:43 <b>1</b>	minimal, which in this context it is, but all the
00:41 <b>1</b> 00:41 <b>2</b>	The second part is, after our last meeting, I did go back and I had conversations with	00:43 <b>1</b> 00:43 <b>2</b>	minimal, which in this context it is, but all the information that he needs to do an analysis of the
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00:41 <b>2</b>	meeting, I did go back and I had conversations with	00:43 <b>2</b>	information that he needs to do an analysis of the driveway, he has. So if I take his traffic lines, which I
00:41       2         00:41       3         00:41       4         00:41       5	meeting, I did go back and I had conversations with the North Jersey Transportation Planning Authority,	00:43       2         00:43       3         00:43       4         00:43       5	information that he needs to do an analysis of the driveway, he has. So if I take his traffic lines, which I agree with, and put them on the driveway, and I know
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00:41       2         00:41       3         00:41       4         00:41       5         00:41       6         00:41       7         00:41       8         00:41       9         00:41       10         00:41       12         00:41       13         00:41       14         00:41       15         00:41       16         00:41       17         00:41       17	meeting, I did go back and I had conversations with the North Jersey Transportation Planning Authority, the MPO for the northern part of the state. There is no active consideration for any regional traffic study at this point in time that's really on the books, there is none. CHAIRWOMAN HEMBREE: But it's before the planning board in Montvale, and before the planning board in Park Ridge, and the planning board in River Vale. They have traffic consultants, don't they? THE WITNESS: I'm sure they do. CHAIRWOMAN HEMBREE: Don't they have traffic plans and what they think is going to happen, where their cars are going to come and go? Isn't that useful information? THE WITNESS: I'm sure that each one of	00:43       2         00:43       3         00:43       4         00:43       5         00:43       6         00:43       7         00:43       9         00:43       10         00:43       11         00:44       13         00:44       14         00:44       15         00:44       16         00:44       18	information that he needs to do an analysis of the driveway, he has. So if I take his traffic lines, which I agree with, and put them on the driveway, and I know that he has the traffic counts, so, for instance, in the morning, it's 400 northbound, about 400 southbound. He's got 29 cars coming out, which is about 13 cars out to the right, 10 cars to the left, three in from the left, three in from the left, three in from the right. He has all the data. He also has the gap data, because he even puts the tubes down. The gap study is already done. The gaps tell us how many gaps are available. And the software he used to do the traffic count, you can also do another report, which is non-cars, which is gaps. So he can give a catalog of the gaps to the board to see what the board's concern is specific to the driveway.
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	41		43
00:44 <b>1</b>	question. But he may have gaps in that run that he	00:47 <b>1</b>	it's as relevant with respect to the traffic. And
00:44 <b>2</b>	may have catalogued already because he just took	00:47 <b>2</b>	the reason why I don't believe that is because you
00:44 <b>3</b>	counts in March. And the tubes that people ran over	00:47 <b>3</b>	have to presume that the office building generates
00:44 <b>4</b>	to do that, if he laid out two tubes, then there's a	00:47 <b>4</b>	traffic. As the applicant has clearly stated, the
00:44 <b>5</b>	gap. He has to check to see if it was set to get the	00:47 <b>5</b>	amount of trip generation is actually going to
00:45 <b>6</b>	gaps.	00:47 <b>6</b>	decrease versus increase.
00:45 <b>7</b>	CHAIRWOMAN HEMBREE: I'm not saying	00:47 <b>7</b>	You have to assume, for the sake of
00:45 <b>8</b>	it's his fault, but what's wrong with getting the	00:47 <b>8</b>	their application, that the office building is fully
00:45 <b>9</b>	information? That's my question.	00:47 <b>9</b>	occupied, but I do have one question for our
00:45 10	MR. INTINDOLA: Now we also have	00:47 10	engineer.
00:45 11	another data point that he's presenting is that the	00:47 11	CHAIRWOMAN HEMBREE: Okay.
00:45 12	trend in traffic growth, right, from 2013-2019, which	00:47 12	MR. NEWMAN: Is there any impact,
00:45 <b>13</b>	is six years, right, shows that there is a 6 percent	00:47 13	because now what's going to happen is the traffic
00:45 <b>14</b> 00:45 <b>15</b>	in the PM peak and a 2 percent in the AM peak, and	00:48 <b>14</b>	that's normally in the morning is going to be in the
00:45 <b>15</b> 00:45 <b>16</b>	then it's also vetted by NJDOT growth rates.	00:48 <b>15</b> 00:48 <b>16</b>	evening, it's a reverse, so to speak.
00:45 <b>16</b> 00:45 <b>17</b>	So if you have a growth of traffic to his built year, using the same, I think it's a linear	00:48 <b>16</b> 00:48 <b>17</b>	MR. INTINDOLA: Right. Exactly. MR. NEWMAN: People would be coming in
00:45 <b>17</b>	growth rate for both, the AM and PM peak, so you grow	00:48 <b>17</b>	in the morning, and now they're going to be leaving
00:45 <b>18</b>	the traffic, this project will probably be built in	00.48 <b>19</b>	in the morning, and people that would normally, as an
00:45 <b>19</b>	like say 2021, occupied, I'm just throwing that out	00:48 <b>13</b>	office building whereas a residence, they're going to
00:45 <b>20</b>	there, just as a best guesstimate right now. If you	00:48 <b>20</b>	be leaving in the morning and coming back in the
00:45 <b>21</b>	can grow traffic from 2021 and then surcharge the	00:48 <b>22</b>	evening, is there any impact on that shift between
00:46 <b>23</b>	traffic, right, another 10-percent factor, you don't	00:48 <b>23</b>	ingress and egress, between the majority of the trip
00:46 <b>24</b>	know what projects are going to be approved, what	00:48 <b>24</b>	generation going in the morning versus the evening on
00:46 <b>25</b>	projects will be built in 2021, but if he grows the	00:48 <b>25</b>	a direct locale by the train station? I mean, that
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	42		44
00:46 <b>1</b>	42 traffic and surcharges the traffic another 10	00:48 <b>1</b>	44 would be my only question with respect to this.
00:46 <b>1</b> 00:46 <b>2</b>		00:48 <b>1</b> 00:48 <b>2</b>	
_	traffic and surcharges the traffic another 10 percent, and then runs the level of service, then you have a pretty good sense of how that Broadway		would be my only question with respect to this. MR. INTINDOLA: So to answer your question, qualitatively, yes. So we know what the
00:46 <b>2</b>	traffic and surcharges the traffic another 10 percent, and then runs the level of service, then you have a pretty good sense of how that Broadway corridor is going to work in this area. And I think	00:48 <b>2</b>	would be my only question with respect to this. MR. INTINDOLA: So to answer your question, qualitatively, yes. So we know what the numbers are for the trip generation, we now know what
00:46         2           00:46         3           00:46         4           00:46         5	traffic and surcharges the traffic another 10 percent, and then runs the level of service, then you have a pretty good sense of how that Broadway corridor is going to work in this area. And I think that's a pretty good approach, because I think the	00:48       2         00:48       3         00:48       4         00:48       5	would be my only question with respect to this. MR. INTINDOLA: So to answer your question, qualitatively, yes. So we know what the numbers are for the trip generation, we now know what traffic is on Broadway going northbound and
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00:46       2         00:46       4         00:46       5         00:46       7         00:46       7         00:46       8         00:46       10         00:46       11         00:46       12         00:46       13         00:46       15         00:47       16         00:47       19         00:47       21         00:47       22         00:47       23	traffic and surcharges the traffic another 10 percent, and then runs the level of service, then you have a pretty good sense of how that Broadway corridor is going to work in this area. And I think that's a pretty good approach, because I think the 10-percent growth in the next two years, aside from the growth for the background growth rate, which he has, which is empirical data, is a pretty fair assessment of what 2021 traffic would be like. CHAIRWOMAN HEMBREE: I look at it this way. They're giving us an opportunity to look at something that could be a huge problem for this area. It's not their fault. It not something they're doing, but it's going to exacerbate I mean, what we know is coming, we know it's coming. It's being built. It's something that's very unusual for this part of Bergen County. We don't have big apartment buildings. Somebody's got to look at what we're going to do with our roads, how we're going to get around. MR. NEWMAN: Madam Chairwoman? CHAIRWOMAN HEMBREE: What? MR. NEWMAN: While I agree with you	00:48200:48300:48400:48500:48600:49800:491000:491100:491200:491300:491400:491500:491600:491700:491800:492000:492100:492200:4923	<pre>would be my only question with respect to this.</pre>
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	45		47
00:49 <b>1</b>	And, you can see, say 13 cars need to	00:52 <b>1</b>	the ingress and egress is kind of important, and is
00:49 <b>2</b>	make a left out in the morning to get to southbound,	00:52 <b>1</b>	there a way to figure out the answer to that
00:50 <b>3</b>	can they? And if they can't, then he'll say, I don't	00:52 <b>2</b>	question?
00:50 <b>4</b>	have enough gaps. And if I build that future	00:52 <b>3</b>	MR. INTINDOLA: Well, if the levels of
00:50 <b>5</b>	scenario that I talked about, then he can get a real	00:52 <b>5</b>	service into the driveway are analyzed on an
00:50 <b>6</b>	handle on how that driveway will operate in the	00:52 <b>6</b>	A through F scale, so if you show that the left turns
00:50 <b>7</b>	future, which is not unreasonable to ask for to	00:52 <b>7</b>	southbound are trying to get in.
00:50 <b>8</b>	present to the applicant, because it's not that he	00:52 <b>7</b>	MR. NEWMAN: Let me rephrase.
00:50 <b>9</b>	doesn't have the data, he does now. Last hearing, he	00:52 <b>9</b>	Let's assume I don't speak engineering,
00:50 <b>0</b>	didn't have that data.	00:52 <b>0</b>	just for a moment. Is there a way that his expert
00:50 <b>11</b>	THE WITNESS: So, Mr. Intindola, just	00:53 11	can talk to you in engineering, and then you could
00:50 <b>12</b>	to be clear. The office AM and PM, residential AM	00:53 12	perhaps translate for us into English the answer to
00:50 <b>13</b>	and PM, that would basically be for that built year	00:53 13	that one question, whether or not there would be a
00:50 <b>14</b>	2021.	00:53 <b>14</b>	negative impact by flipping from the AM to the PM,
00:50 <b>15</b>	MR. INTINDOLA: Right.	00:53 <b>15</b>	flipping the ingress and egress?
00:50 16	THE WITNESS: With the growth added on	00:53 16	MR. INTINDOLA: That analysis is
00:50 17	to the driveway.	00:53 17	exactly what we're going to answer to do
00:50 <b>18</b>	MR. INTINDOLA: And I think a	00:53 18	MR. NEWMAN: In English? Not between
00:50 <b>19</b>	10-percent surcharge may be overly conservative, but	00:53 <b>19</b>	you and him
00:50 <b>20</b>	it would account for what the board's perception is	00:53 <b>20</b>	MR. INTINDOLA: No, it's going to be
00:50 <b>21</b>	in regional growth. So, I mean, you're growing these	00:53 <b>21</b>	what you heard before, it's an A through F scale. If
00:50 22	volumes, almost in one instance I think it's going to	00:53 22	it doesn't work and the gaps aren't there, then they
00:50 23	be like 13 percent, so it will be another 100	00:53 <b>23</b>	have to think about restricting left turns out. The
00:51 <b>24</b>	vehicles on the road, if you use a thousand cars, you	00:53 24	first iteration is in the morning in the PM, and then
00:51 <b>25</b>	know, there, and then they'll be another 50 and 50	00:53 <b>25</b>	bring that to the county based on what we find out
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	46		48
00:51 <b>1</b>	46 northbound and southbound that would be surcharged,	00:53 <b>1</b>	48 here, when Mr. Luglio does the analysis.
00:51 <b>1</b> 00:51 <b>2</b>		00:53 <b>1</b> 00:53 <b>2</b>	-
_	northbound and southbound that would be surcharged,		here, when Mr. Luglio does the analysis.
00:51 <b>2</b>	northbound and southbound that would be surcharged, in addition to their normal growth rates that you	00:53 <b>2</b>	here, when Mr. Luglio does the analysis. MR. NEWMAN: Okay.
00:51 <b>2</b> 00:51 <b>3</b>	northbound and southbound that would be surcharged, in addition to their normal growth rates that you applied.	00:53 <b>2</b> 00:53 <b>3</b>	here, when Mr. Luglio does the analysis. MR. NEWMAN: Okay. MR. PREISS: Can I just add?
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00:51       2         00:51       3         00:51       4         00:51       5         00:51       7         00:51       8         00:51       10         00:51       11         00:51       12         00:51       13         00:51       15         00:51       16         00:52       17         00:52       19         00:52       21         00:52       22         00:52       23         00:52       23	northbound and southbound that would be surcharged, in addition to their normal growth rates that you applied. In this instance, he has actual growth rates because he has data from 2016 I'm sorry, 2013, and now 2019, which in recent data shows that there's been a recovery in traffic in that same period. After the recession, traffic was down, and traffic is now back up to about 2007 levels and hasn't been there since then. So there's a lag after the recession until traffic volumes built up. So that's one of the reasons why traffic is a forefront issue again, because traffic volumes are back up now with recovery. MR. NEWMAN: The only thing I'm really concerned about is, I know that this property is located practically right across the street from the train station, and I know that the trains run through in the morning and the evening. So, really, my only concern is the fact that we're flipping the traffic, the fact that we're now going to be leaving as opposed to coming in the morning, will that have an impact on the direct, on that corner, so to speak? And I think, you know, beyond that it kind of goes	00:53         2           00:53         3           00:53         4           00:53         5           00:53         7           00:53         7           00:53         9           00:53         10           00:53         11           00:54         12           00:54         13           00:54         15           00:54         16           00:54         17           00:54         18           00:54         20           00:54         21           00:54         21           00:54         23           00:54         24	here, when Mr. Luglio does the analysis. MR. NEWMAN: Okay. MR. PREISS: Can I just add? Brian, you're talking about at the driveway? MR. INTINDOLA: Yes. He wants to know the intersection. MR. PREISS: He wants to know the intersection. MR. NEWMAN: The driveway slash, because the intersection is like right across the street. MR. PREISS: You want to know the change of the levels of service to the intersection? MR. NEWMAN: I only want to know, I have a very simple question, will having the ingress  MR. PREISS: No, I understand. MR. NEWMAN: The egress in the morning versus ingress, and the ingress in the evening, will that have a negative impact on the immediate surroundings? MR. PREISS: Right, but what Mr. Intindola is focusing on is the driveway.

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00:54 <b>1</b>	MR. PREISS: And what you want to know	00:56 <b>1</b>	not a traffic engineer and I don't know all that much
00:54 <b>2</b>	is also on the intersection.	00:56 <b>2</b>	about traffic, you know, just envisioning it, I think
00:54 <b>3</b>	MR. NEWMAN: No, I want to know on the	00:56 <b>3</b>	it's easier to be driving down the road and then go
00:54 <b>4</b>	driveway, I want to know if you can make a left turn	00:56 <b>4</b>	into a complex versus having to leave in the morning,
00:54 <b>5</b>	out of there, whether or not it's going to cause all	00:56 <b>5</b>	but I don't know the answer.
00:54 <b>6</b>	sorts of problems. But the first question is: By	00:56 <b>6</b>	MR. INTINDOLA: Yes, I think that
00:54 <b>7</b>	flipping it, does that change by changing the flow	00:56 <b>7</b>	MR. NEWMAN: It may have no impact at
00:54 <b>8</b>	of traffic	00:56 <b>8</b>	all.
00:54 <b>9</b>	MR. PREISS: I understand.	00:56 <b>9</b>	MR. INTINDOLA: If we focus on the PM
00:54 <b>10</b>	MR. NEWMAN: Because I understand the	00:56 <b>10</b>	peak at the intersection and run the levels of
00:54 <b>11</b>	trip generation is going down, which is a good thing.	00:56 <b>11</b>	service to that, and when they're out there counting,
00:54 <b>12</b>	MR. INTINDOLA: Right.	00:57 <b>12</b>	they'll know when the trains go through.
00:54 <b>13</b>	THE WITNESS: And just to put a "but"	00:57 <b>13</b>	MR. NEWMAN: And the AM.
00:54 <b>14</b>	on that, I think we can do that analysis and come	00:57 <b>14</b>	MR. INTINDOLA: See, I'm trying to
00:55 <b>15</b>	back to the board and explain very succinctly.	00:57 <b>15</b>	focus on the heavier traffic PM hour, because the
00:55 <b>16</b>	MR. NEWMAN: Come back to our	00:57 <b>16</b>	volume difference is 900 versus 1,100. I want to go
00:55 <b>17</b>	professionals with a thumbs up or thumbs down.	00:57 <b>17</b>	to the worst peak hours, because the volumes are
00:55 <b>18</b>	THE WITNESS: Right, and basically back	00:57 <b>18</b>	similar for the residential trip generation.
00:55 <b>19</b>	to the board with a brief explanation as to what the	00:57 <b>19</b>	THE WITNESS: So you're saying
00:55 <b>20</b>	analysis shows.	00:57 <b>20</b>	specifically look at the PM peak hour
00:55 <b>21</b>	MS. EFFRON-MALLEY: Can I ask Brian one	00:57 <b>21</b>	MR. INTINDOLA: Correct.
00:55 <b>22</b>	more go ahead.	00:57 <b>22</b>	THE WITNESS: for the analysis?
00:55 <b>23</b>	MR. INTINDOLA: So I want to be able to	00:57 <b>23</b>	MR. NEWMAN: Why wouldn't we look at
00:55 <b>24</b>	have your question answered. I have the data for	00:57 <b>24</b>	the AM peak hour?
00:55 <b>25</b>	northbound and southbound traffic on Broadway, which	00:57 <b>25</b>	MR. INTINDOLA: Just the fact that it
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
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00:55 <b>1</b>	the applicant presented.	00:57 <b>1</b>	has less volumes in it.
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		T		
A	53			55
00:58 <b>1</b>	modification. I'm surprised it hasn't been done yet.	01:00		CHAIRWOMAN HEMBREE: Next.
00:58 2	THE WITNESS: I'm just going to throw a		2	MR. DELIA: This is the easy one, A-17.
00:58 <b>3</b>	little wrench in that, just a little, and I know you		3	(Exhibit T1, Possible Pedestrian Path
00:58 <b>4</b>	can talk to the county about it.		4	to Train is marked as exhibit A-17 in
00:58 <b>5</b>	You can definitely do it in the		5	evidence.)
00:58 <b>6</b>	northbound direction, because you have a dedicated		6	THE WITNESS: I put this up a little bit
00:59 <b>7</b>	left turn lane, so the through movement can go, but		7	so we could look at it from an aerial perspective.
00:59 8	in the southbound direction, there's only one lane,		8	A-17 is a aerial of the site and the
00:59 9	so you would just have to widen this out a little bit		9	vicinity of the site. The aerial itself was taken
00:59 10	for a right turn lane, so that the through movement	01:01 <b>1</b>		November 8th of last year. I have not made any
00:59 <b>11</b> 00:59 <b>12</b>	could continue as well.	01:01 <b>1</b> 01:01 <b>1</b>		modifications to the aerial other than annotating it
	MR. NEWMAN: That's a little beyond	01:01 <b>1</b> 01:01 <b>1</b>		with the site plan itself screened out a little bit
00:59 <b>13</b> 00:59 <b>14</b>	this application. MR. DELIA: And so is the request to do	01:01 <b>1</b> 01:01 <b>1</b>		on the site and also a set of green arrows and an
00:59 <b>14</b> 00:59 <b>15</b>		01:01 <b>1</b>		image that's up in the right-hand corner that's from
00:59 <b>15</b> 00:59 <b>16</b>	anything off-site. I got to take that under advisement. I can't say yes or no, without	01:01 <b>1</b>	-	Google Earth that really just shows the driveway looking in the northbound direction towards the
00:59 <b>10</b> 00:59 <b>17</b>	consulting my client on that. It's our legal	01:01 <b>1</b>		intersection that we've been talking about.
00:59 <b>17</b> 00:59 <b>18</b>	position that we're responsible for the four corners	01:01 <b>1</b>		And, so, the purpose of this was to
00:59 <b>18</b> 00:59 <b>19</b>	of our property, we're responsible for our frontage,	01:01 <b>1</b>		look at a possible pedestrian path to the train
00:59 <b>19</b>	we're responsible for our ingress and egress. I	01:01 <b>2</b>		station leaving from the proposed new building,
00:59 <b>20</b>	understand Mr. Intindola's suggestions and your	01:02 2		basically from the front door. A person would then
00:59 <b>21</b>	concerns about better understanding the left in and	01:02 2		travel or walk to the south, walk out to the sidewalk
00:59 <b>23</b>	the left out, I get that. Whether or not we get	01:02 2		along the south side of the building, walk then in
00:59 <b>24</b>	off-site, off-tract, that's an entirely different	01:02 2		the northbound direction along the existing sidewalk
00:59 <b>25</b>	question, and, again, in legal terms, it's way	01:02 2		to the intersection. At the intersection, there is a
00.00 20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.			LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812			
	201-041-1012			201-641-1812
	54			201-041-1812 56
00:59 <b>1</b>	54	01:02	1	56
00:59 <b>1</b> 00:59 <b>2</b>			1 2	
	54 outside of the jurisdiction of this board to have	01:02		56 pedestrian push button, pedestrian signal head
00:59 <b>2</b>	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it	01:02	2 3	56 pedestrian push button, pedestrian signal head assembly.
00:59 <b>2</b> 00:59 <b>3</b>	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it with my client. I just want to let you know our	01:02 01:02	2 3 4	56 pedestrian push button, pedestrian signal head assembly. A pedestrian then would walk across in
00:59200:59300:594	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it with my client. I just want to let you know our legal position at this point, so there are no	01:02 01:02 01:02	2 3 4 5	56 pedestrian push button, pedestrian signal head assembly. A pedestrian then would walk across in the westbound direction towards the train station
00:59         2           00:59         3           00:59         4           01:00         5	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it with my client. I just want to let you know our legal position at this point, so there are no misunderstanding as we proceed.	01:02 01:02 01:02 01:02	2 3 4 5 6	56 pedestrian push button, pedestrian signal head assembly. A pedestrian then would walk across in the westbound direction towards the train station itself and the train platform.
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00:59       2         00:59       3         01:00       5         01:00       6         01:00       7         01:00       8         01:00       9         01:00       10         01:00       11         01:00       12         01:00       13         01:00       14         01:00       15         01:00       16         01:00       17         01:00       18         01:00       20         01:00       21	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it with my client. I just want to let you know our legal position at this point, so there are no misunderstanding as we proceed. MR. NEWMAN: Just so you understand it. The reason why I want to know about the trains is because it's right across the street from your project. MR. DELIA: No, I know. MR. NEWMAN: Therefore, the frequency and when they're coming, that could impact the very question that I'm looking for the answer, which relates directly to the ingress and egress. MR. DELIA: Okay. Fair enough. I understand the position. MR. PRINCIOTTO: But also the change in the traffic flow is based upon the change in the use, and the change in the traffic flow can have an impact MR. NEWMAN: Yes, that's all I need.	01:02 01:02 01:02 01:02 01:02 01:02 01:02 01:02 1:02	$\begin{array}{c} 2 \\ 3 \\ 4 \\ 5 \\ 6 \\ 7 \\ 8 \\ 9 \\ 10 \\ 11 \\ 2 \\ 13 \\ 14 \\ 15 \\ 16 \\ 17 \\ 18 \\ 19 \\ 20 \\ 1 \\ 1 \\ 10 \\ 2 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1 \\ 1$	56 pedestrian push button, pedestrian signal head assembly. A pedestrian then would walk across in the westbound direction towards the train station itself and the train platform. So, for the most part, it's about 850 feet in length, and it takes anywhere from three and a half to five minutes, depending on how fast you walk and how cold it is, I think. You walk faster when it's colder. So this last image or the A-17 was brought about, Mr. Intindola talked about the pedestrian path. Certainly, from a pedestrian walkability standpoint, this works and this is acceptable. From an ADA accessibility perspective, there are certain challenges with the grade of our existing driveway that's to remain, and also, and more specifically, the grade at this northwest corner of the intersection crossing the tracks to the train
00:59       2         00:59       3         01:00       5         01:00       6         01:00       7         01:00       8         01:00       9         01:00       10         01:00       11         01:00       12         01:00       13         01:00       14         01:00       15         01:00       16         01:00       17         01:00       18         01:00       20         01:00       21         01:00       21	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it with my client. I just want to let you know our legal position at this point, so there are no misunderstanding as we proceed. MR. NEWMAN: Just so you understand it. The reason why I want to know about the trains is because it's right across the street from your project. MR. DELIA: No, I know. MR. NEWMAN: Therefore, the frequency and when they're coming, that could impact the very question that I'm looking for the answer, which relates directly to the ingress and egress. MR. DELIA: Okay. Fair enough. I understand the position. MR. PRINCIOTTO: But also the change in the traffic flow is based upon the change in the use, and the change in the traffic flow can have an impact MR. NEWMAN: Yes, that's all I need. MR. PRINCIOTTO: upon the	01:02 01:02 01:02 01:02 01:02 01:02 01:02 01:02 01:02 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 2 01:03 2 01:03 2	2 $3$ $4$ $5$ $6$ $7$ $8$ $9$ $10$ $11$ $21$ $13$ $14$ $15$ $16$ $17$ $18$ $19$ $20$ $12$ $22$ $22$ $22$	56 pedestrian push button, pedestrian signal head assembly. A pedestrian then would walk across in the westbound direction towards the train station itself and the train platform. So, for the most part, it's about 850 feet in length, and it takes anywhere from three and a half to five minutes, depending on how fast you walk and how cold it is, I think. You walk faster when it's colder. So this last image or the A-17 was brought about, Mr. Intindola talked about the pedestrian path. Certainly, from a pedestrian walkability standpoint, this works and this is acceptable. From an ADA accessibility perspective, there are certain challenges with the grade of our existing driveway that's to remain, and also, and more specifically, the grade at this northwest corner of the intersection crossing the tracks to the train station.
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00:59       2         00:59       3         01:00       5         01:00       6         01:00       7         01:00       8         01:00       10         01:00       10         01:00       11         01:00       12         01:00       13         01:00       14         01:00       15         01:00       16         01:00       17         01:00       18         01:00       20         01:00       21         01:00       22         01:00       23         01:00       24	54 outside of the jurisdiction of this board to have that information. I will consider it, discuss it with my client. I just want to let you know our legal position at this point, so there are no misunderstanding as we proceed. MR. NEWMAN: Just so you understand it. The reason why I want to know about the trains is because it's right across the street from your project. MR. DELIA: No, I know. MR. NEWMAN: Therefore, the frequency and when they're coming, that could impact the very question that I'm looking for the answer, which relates directly to the ingress and egress. MR. DELIA: Okay. Fair enough. I understand the position. MR. PRINCIOTTO: But also the change in the traffic flow is based upon the change in the use, and the change in the traffic flow can have an impact MR. NEWMAN: Yes, that's all I need. MR. PRINCIOTTO: upon the surrounding areas, including that left-hand turn issue, and whether or not it would be permitted by	01:02 01:02 01:02 01:02 01:02 01:02 01:02 01:02 01:02 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 1 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 2 01:03 0 01:03 0 0 01:03 0 01:03 0 0 01:03 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 $3$ $4$ $5$ $6$ $7$ $8$ $9$ $10$ $11$ $2$ $13$ $14$ $15$ $16$ $17$ $18$ $19$ $20$ $12$ $22$ $32$ $24$	56 pedestrian push button, pedestrian signal head assembly. A pedestrian then would walk across in the westbound direction towards the train station itself and the train platform. So, for the most part, it's about 850 feet in length, and it takes anywhere from three and a half to five minutes, depending on how fast you walk and how cold it is, I think. You walk faster when it's colder. So this last image or the A-17 was brought about, Mr. Intindola talked about the pedestrian path. Certainly, from a pedestrian walkability standpoint, this works and this is acceptable. From an ADA accessibility perspective, there are certain challenges with the grade of our existing driveway that's to remain, and also, and more specifically, the grade at this northwest corner of the intersection crossing the tracks to the train station. And that's really the most significant grade, and I think everyone on the board knows that.

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0101       Transfer and Pergen County issue to make that ADA       0106       1       the underground parking area direway, there is none.         0102       2       accessible. Involution to the board that if we oright and the direway.       0106       2       You basically mould be waited oright and the direway.         0104       4       would be able oright oright and papers a fireway.       0107       4       could cataliny be put in a sidewaik and the direway.         0104       6       betwee a resident that had an ADA issue and the oright and papers and in every that a sidewaik and the direway.       0107       5       sold at oright and bagen as fire and papers and in every the daraged betwee and the oright and bagen as fire and the catality and bagen as fire and the direway.       0107       7       would be able to direwaik that could lead to the bagen as fire and the oright and bagen as fire and the catality and bagen as fire and the catality and bagen as fire and the catality as ath stere, and the catality as the set and the direway.       0107       7       would be able to direwaik that could lead to the source and the direway.         0104       16       direwait the bagen and the catality within       0107       16       existing building, in the oright and and the direway.         0104       16       direwait the catality as the set.       0107       16       existing building, in the oright and the direway.         0104       16       direwait the catality asthe as and as the direwa		57			59
0101 2       accessible. I would submit to the board that if we       0109 2       You bascally would be walking in the drivway.         0104 3       down an ended that the dam ADA (issue and they to the accessible of the to the train station and to the accessible of the to the train station and to the accessible of the accessible path is call interts and propose, that is the best that could happen as for as to the accessible path is call interts and propose, that is the best that could happen as for as to the accessible path is call interts and propose, that is the best that could happen as for as to the accessible path is the accessible path is call it best and its call that the tot the train station.       0107 5       south Side of the building. In the garage deart, the garage deart call y can be done.         0104 10       extensible path is the access that it best of the to the train station.       0107 1       extensible walk may the deart of the call it best of the tot the train station.         0104 11       extensible walk gitstance.       0107 11       elevator would be able to take you down to that tot the call it best of the tot tot the train station.       0107 12       certainly came out, again, at the south side of the tot tot tot train station.         0104 13       MS. EFFRON-MALLEY: So you're saying       0107 15       So cartainly a section of sidewalk.         0104 14       MS. EFFRON-MALLEY: A lot of ADA people       0107 17       Would be able to the site plan to provide the the extension.         0105 14       interaction. It's combain plant could cartainly be the acut of the sufficient and duo to tot driveway.	01:03 <b>1</b>	Transit and Bergen County issue to make that ADA	01:06	1	the underground parking area driveway, there is none.
0104       would be able to basically have a parking space here,       0107       6       audit certainly be put in, a sidewalk smund the         0104       5       they would be able to drive to the train station and upposes,       0107       6       south side of the building, but obviously not in         0104       7       that is the best that could happen as far as       0107       6       finth of the garage tistef, the garage door. There         0104       8       accessibility path is concerned to the train station.       0107       7       would be a continuous sidewalk that could lead to the         0104       10       ertainly ap ablt is there, and it's certainly within       0107       10       ith addition, in the certainly can be doors.         0104       11       ereasonable walking distance.       0107       10       ith addition, in the certainly can be doors.         0104       13       MS.EFFRON-MALLEY. So you're saying       0107       15       ith addition.       10       10       10         0104       14       that senable will have.       0107       15       ith addition.       10       16       ith addition.       10       10       17       10       10       10       10       11       10       11       10       10       10       10       10	01:03 <b>2</b>		01:06	2	
0104       • would be able to basically have a parking space here,       0107       4       ould certainly be put in, a sidewalk around the         0104       6       park in the ADA space. For all intents and purpose,       0107       6       front of the parse lister, the garage down. There         0104       7       that is the best that could happen as far as       0107       7       would be actionuous sidewaik through acto be as         0104       8       accessibility abit is connered to the train station.       0107       8       intents that could happen as far as         0104       10       acriantly path is there, and if a certainly within       0107       9       in addition, in the central of the output be put in, a sidewaik through act be building.       1017         0104       11       reachap and if a certainly within       0107       12       in addition, in the central of the output be put in, a disewait be output be put in a disewait.         0104       13       Ms the south side of the building.       0107       13       in addition, in the central output be put in the intent output be put in the intent output be put in the intent output be put in a disewait.         0104       14       And that's all have.       0107       15       in addition, in the central output be put in a disewait.         0104       14       that south needod with the din weat.       0107 <t< th=""><th></th><th>did have a resident that had an ADA issue and they</th><th></th><th>-</th><th>, , , , ,</th></t<>		did have a resident that had an ADA issue and they		-	, , , , ,
1014 5       they would be able to drive to the train station and       1017       5       such side of the building, but obvously not in         1014 6       park in the ADA space.       1017       6       read       1014       6         1014 7       that is the best that could happen as far as       1017       6       rort of the garage state; the garage door. There         1014 8       accessibility path is concerned to the train station.       1017       6       rort of the garage state; the garage door. There         1014 11       reasonable valking distance.       1017 10       existing building, in the building read.       not obte of a non-ADA peddetations,         1014 12       And that's all I have.       1017 11       elevator would be able to tak you down to that         1014 13       that somebody who needs ADA access should drive?       1017 15       So certainly a section of sidewalk         1014 14       that somebody who needs ADA access should drive?       1017 15       So certainly a section of sidewalk         1014 15       rhew Mickenasc, al to of them search to not drive. How       1017 17       Would there still be sufficient widdw of the driveway?         1014 14       that somebody who needs ADA access from the drive. How       1017 17       Would there still be sufficient widdw of the driveway?         1016 12       mothed a problem is that?       1017 16	01:04 <b>4</b>	would be able to basically have a parking space here,	01:07	4	
0104 6       park in the ADA space. For all intents and purposes,       0107 7       for out of the garage itself, the garage	_			_	
0104 7     that is the best that could happen as far as     0107 7     would be a continuous sidewalk that could lead to the       0104 8     accessibility path is concerned to the trins statun.     0107 8     existing sidewalk. That certainly can be doe.       0104 10     existing sidewalk. That certainly can be doe.     0107 10     existing bidding, in the center of the       0104 11     existing bidding, in the building tells, and that set all have.     0107 11     existing bidding, in the building tells, and a person can       0104 12     And that's all have.     0107 12     ground level on that lower level, and a person can       0104 13     the somebody who needs ADA access should drive?     0107 14     bidding.       0104 14     the somebody who needs ADA access should drive?     0107 15     could be added to the site plan to provide for that.       0104 14     the somebody who needs ADA access should drive?     0107 17     MR. PREISS: If you added the sidewalk.       0104 15     drive.     0107 17     Wheelehairs up Park Avenue in Park Ridge.     0107 17     the would be indicense dare and some like take to the side of the would would be arrowing       0105 23     the sidewalk.     0107 12     that driveway?     thick take would most like/statue?       0105 24     met the guidelines, though, so the guidelines are     0107 21     that driveway?     thick some drive would most like/statue?       0105 5     the signi	01:04 <b>6</b>	-	01:07	6	
01:04 8       accessibility path is concerned to the train station.       01:07 8       existing sidewalk. That certainly can be done.         01:04 10       certainly a path is there, and it's certainly within       01:07 10       certainly context out to the building. In the building, in the building, in the building is the building.       01:07 10         01:04 11       reachable walking distance.       01:07 11       certainly context out to that         01:04 12       And that's all 1 heve.       01:07 13       certainly cone out, again, at the south side of the         01:04 13       MS. EFFRON-MALLEY: So you're saying       01:07 11       certainly come out, again, at the south side of the         01:04 14       that some dava.       01:07 11       mound certainly come out, again, at the south side of the         01:04 17       MS. EFFRON-MALLEY: A lot of ADA people       01:07 17       MR. MERISS: If you added the sidewalk.         01:04 17       MS. EFFRON-MALLEY: A lot of ADA people       01:07 17       MR. MERISS: If you added the sidewalk.         01:05 20       Kinderkamack, a lot of them seem to not drive. How       01:07 12       MR def wava/s.         01:05 21       THE WITNESS: I personally think that       01:07 22       THE WITNESS: Would move with like out out with of the driveway.         01:05 21       the site a vertaining and out ar would you the driveway.       01:08 24       oart, you know, we have a	01:04 <b>7</b>		01:07	7	
0104       9       But for a non-ADA pedestrians, certainly a path is there, and it's cartainly within       01:07       9       In addition, in the center of the sixing building, in the building itset, an         0144       10       certainly a path is there, and it's cartainly within       01:07       10       existing building, in the building itset, an         0144       11       MS. EFFRON-MALLEY: So you're saying       10:07       11       existing building, in the building itset, an         0146       14       that somebody who needs ADA access should drive?       10:07       14       cartainly cance out, again, at the south side of the         0146       16       THE WITNESS: Would drive. Would       10:07       15       could be added to the site plan to provide for that.         0146       10       nechtorian, gint? You sate then taking their       10:07       16       would there still be sufficient width of the driveway.         0145       10       nechtorian gint? You added the side walk,       10:07       17       MR. PREISS: If You added the ide widtwalk,         0145       21       mech of problem is blat?       10:07       16       would the site full be sufficient width of the driveway.         0145       21       intersection. If Something that could certainly be       10:05       16       17       16         0145	01:04 <b>8</b>		01:07	8	existing sidewalk. That certainly can be done.
0104 10       certainly a path is there, and it's certainly within       01.07       10       existing building, in the building itself, an         0104 11       reasonable walking distance.       01.07       11       elevator would be able to take you down to that         0104 12       And that's all 1 have.       01.07       13       certainly come out, again, at the south side of the         0104 13       MS. EFFRON-MALLEY: So you're saying       01.07       14       building.         0104 14       that would be able to take you down to that       01.07       17       certainly come out, again, at the south side of the         0104 15       THE WITNESS: Would drive. Would       01.07       17       RNREISS: If you added the sidewalk.         0104 14       do not drive, right? You see them taking their       01.07       17       NRNEISS: If you added the sidewalk.         0105 22       math of a problem is that?       01.07       17       Would be in the driveway?       Would be in the driveway?         0105 23       this is a very steep grade that's here at the       01.08       24       some of the existing ladscaped area and some of in         0105 24       the existing distance, serie that grade.       01.08       24       sart, you kow, we have a pretty wile driveway.         0105 25       theet guidelines, though, so the guidelines are	_			9	5 ,
01:04 11       reasonable walking distanc.       01:07 11       elevator would be able to take you down to that         01:04 12       Ms. EFRRON-MALLEY: So you're saying       01:07 12       cartainly come out, again, at the south side of the         01:04 14       that somebody who needs ADA access should drive?       01:07 13       cartainly come out, again, at the south side of the         01:04 15       THE WITNESS: Would drive. Would       01:07 16       could be added to the site phark bidge.         01:04 16       dn ord drive, right? You see them taking their       01:07 17       Would three site libe sufficient width of the driveway?         01:04 17       wheekchairs up Park Avenue in Park Ridge.       01:07 19       to get traffic in and out or would you be narrowing         01:05 20       intersection. If is something that could certainly be       01:07 21       would the site width of therway.         01:05 21       intersection. If is something that could certainly be       01:08 24       would be in the driveway?         01:05 22       The witTHESS: I presonally think that       01:08 24       would be in the driveway?         01:05 21       intersection. If is something that could certainly come out a cut.       LAURA A. CARUCC (CS.R., R.P.R., L.L.C.       20:64:64:1612         01:05 2       on the.       01:08 3       or the pavement, and then the balance of it might         01:05 1	01:04 <b>10</b>	certainly a path is there, and it's certainly within	01:07 <b>1</b>	0	
01:04 12     And that's all have.     01:07 12     ground level or that lower level, and a person can       01:04 14     MS. EFFRON-MALLEY: So you're saying     01:07 13     cartainly come out, gain, at the south side of the       01:04 16     dive.     01:07 13     cartainly come out, gain, at the south side of the       01:04 16     dive.     01:07 15     So certainly a section of sidewalk       01:04 16     dive.     01:07 15     So certainly a section of sidewalk       01:04 16     dive.     01:07 17     MR. PREISS: If you added the sidewalk,       01:04 16     dive.     01:07 17     Would there still be sufficient with of the diveway       01:04 16     dive. right? You see them taking their     01:07 17     Would there still be sufficient with of the diveway       01:05 20     Kinderkamack, a lot of them seem to not drive. How     01:07 22     some of the existing landscaped area and some of it       01:05 21     much of a problem is that?     01:07 21     TUFE WITNESS: We would most likely take       01:05 21     the savetep gaide that's here at the     01:08 25     some of the existing landscaped area and some of it       01:06 22     traversed by a person in a wheelchair. It does not     01:08 25     some of the curve.       10:06 21     not met.     10:08 26     some of the suisting visitility would not stikely take       01:06 3     not met.	01:04 <b>11</b>		01:07 <b>1</b>	1	elevator would be able to take you down to that
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01:08       25       traversed by a person in a wheelchair. It does not LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812       LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812         01:05       1       meet the guidelines, though, so the guidelines are on thet.       01:08       1       So I think part of this sidewalk would start, and it would be taking up the driveway itself       01:08       2         01:05       1       meet the guidelines, though, so the guidelines are on thet.       01:08       2       start, and the would be taking up the driveway itself         01:05       4       that significant, it still would not meet the ADA       01:08       3       or the pavement, and then the balance of it might         01:05       5       guidelines for it may meet it for a grade, but       01:08       5       the existing sidewalk.         01:05       7       area, and then a grade, and then a level area. So it       01:08       6       for pedestrians that that sidewalk be provided so         01:05       9       CHAIRWOMAN HEMBREE: Anybody else have       01:08       7       think that in order to make it safe and attractive         01:06       1       MR. PREISS: I have a question. Lou, I       01:08       16       The WITNESS: Yes, I would agree with         01:06       14       something your client would be willing to do, right?       11       <	01:05 <b>24</b>		01:08 2	24	
1       201-641-1812       201-641-1812         58       58       58       50         01:05       1       neet the guidelines, though, so the guidelines are       01:08       1       So I think part of this sidewalk would         01:05       2       not met.       01:08       3       or the pavement, and then the balance of it might         01:05       4       that significant, it still would not meet the ADA       01:08       4       actually come into the landscaped area to meet with         01:05       5       guidelines for it may meet it for a grade, but       01:08       5       the eavement, and then the balance of it might         01:05       7       area, and then a grade, and then a level area. So it       01:08       7       think that in order to make it safe and attractive         01:05       8       just would not satisfy those ADA requirements.       01:08       8       for pedestrians that that sidewalk be provided so         01:05       10       a question?       01:08       1       THE WITNESS: Yes, I would agree with         01:06       12       MR. PREISS: This pedestrian pathway       01:08       1       mething your client would be willing to do, right?         01:06       15       MR. PREISS: This pedestrian pathway       01:08       15       THE WITNESS: Yes	01:05 <b>25</b>	traversed by a person in a wheelchair. It does not	01:08 2	25	
58       01:05       1       meet the guidelines, though, so the guidelines are       01:08       1       So I think part of this sidewalk would         01:05       1       not met.       01:08       2       start, and it would be taking up the driveway itself         01:05       3       And, also, even though our grade is not       01:08       2       start, and it would be taking up the driveway itself         01:05       4       that significant, it still would not meet the ADA       01:08       4       actually come into the landscaped area to meet with         01:05       6       after a certain point, there needs to be a level       01:08       6       MR. PREISS: Right. So wouldn't you         01:05       7       area, and then a grade, and then a level area. So it       01:08       7       think that in order to make it safe and attractive         01:05       9       CHAIRWOMAN HEMBREE: Anybody else have       01:08       8       for pedestrians that that sidewalk be provided so         01:06       1       Yes, Mr. Preiss.       01:08       11       THE WITNESS: Yes, I would agree with         01:06       14       THE WITNESS: Yes.       01:08       13       MR. PREISS: Thoi be deatrian pathway         01:06       16       that you talk about, you talk about this as a transit       01:08       16					LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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0105       3       And, also, even though our grade is not       0108       3       or the pavement, and then the balance of it might         0105       4       that significant, it still would not meet the ADA       0108       4       actually come into the landscaped area to meet with         0105       5       guidelines for it may meet it for a grade, but       0108       5       the existing sidewalk.         0105       6       after a certain point, there needs to be a level       0108       7       think that in order to make it safe and attractive         0105       7       area, and then a grade, and then a level area. So it       0108       8       for pedestrians that that sidewalk be provided so         0105       9       CHAIRWOMAN HEMBREE: Anybody else have       0108       10       coming in and out?         0105       10       a question?       0108       11       THE WITNESS: Yes, I would agree with         0106       12       MR. PREISS: This pedestrian pathway       0108       13       MR. PREISS: This pedestrian pathway         0106       16       that you talk about, you talk about this as a transit       0108       16       And I think people would actually use         0106       17       oriented development, yet the access from this       0108       108       108       108 </th <th>01:05 <b>1</b></th> <th>meet the guidelines, though, so the guidelines are</th> <th>01:08</th> <th>1</th> <th>So I think part of this sidewalk would</th>	01:05 <b>1</b>	meet the guidelines, though, so the guidelines are	01:08	1	So I think part of this sidewalk would
01:05       4       that significant, it still would not meet the ADA       01:08       4       actually come into the landscaped area to meet with         01:05       5       guidelines for it may meet it for a grade, but       01:08       5       the existing sidewalk.         01:05       6       after a certain point, there needs to be a level       01:08       6       MR. PREISS: Right. So wouldn't you         01:05       7       area, and then a grade, and then a level area. So it       01:08       6       MR. PREISS: Right. So wouldn't you         01:05       9       CHAIRWOMAN HEMBREE: Anybody else have       01:08       9       they don't have to share the driveway with the cars         01:05       10       a question?       01:08       10       THE WITNESS: Yes, I would agree with         01:06       12       MR. PREISS: I have a question. Lou, I       01:08       10       THE WITNESS: Yes, I would agree with         01:06       14       THE WITNESS: Yes.       01:08       11       THE WITNESS: Yes.       01:08       12         01:06       15       MR. PREISS: This pedestrian pathway       01:08       15       THE WITNESS: Yes.       01:08       16       And I think people would actually use         01:06       16       that you talk about, you talk about this as a transit	01:05 <b>2</b>	not met.	01:08	2	start, and it would be taking up the driveway itself
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01:06 21walk in the driveway. Isn't that illustrated in the inset photograph that you've shown?01:09 21 01:09 22you know the measurement of the driveway?01:06 23THE WITNESS: So, for the eastern side of the building in the upper right-hand corner of 01:06 2501:09 23it's 40 feet curb-to-curb.01:06 25A-17, there is a sidewalk, but the balance of it from LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-181201:09 25S-foot sidewalk with a curb to prevent the cars from LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812		other than essentially a pedestrian or somebody who's	01:08 <b>1</b>	9	MR. PREISS: Yes, I would agree.
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01:06 23       THE WITNESS: So, for the eastern side       01:09 23       it's 40 feet curb-to-curb.         01:06 24       of the building in the upper right-hand corner of       01:09 24       MR. PREISS: So would you recommend a         01:06 25       A-17, there is a sidewalk, but the balance of it from       01:09 25       5-foot sidewalk with a curb to prevent the cars from         LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.       201-641-1812       201-641-1812	01:06 <b>21</b>	walk in the driveway. Isn't that illustrated in the	01:09 2	21	you know the measurement of the driveway?
01:06       24       of the building in the upper right-hand corner of       01:09       24       MR. PREISS: So would you recommend a         01:06       25       A-17, there is a sidewalk, but the balance of it from       01:09       25       5-foot sidewalk with a curb to prevent the cars from         LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.       LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.       LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.         201-641-1812       201-641-1812       201-641-1812	01:06 <b>22</b>		01:09 <b>2</b>	22	THE WITNESS: At the narrowest point,
01:06 25 A-17, there is a sidewalk, but the balance of it from LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812 01:09 25 5-foot sidewalk with a curb to prevent the cars from LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812	01:06 <b>23</b>	THE WITNESS: So, for the eastern side	01:09 <b>2</b>	23	it's 40 feet curb-to-curb.
LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812 201-641-1812		of the building in the upper right-hand corner of			MR. PREISS: So would you recommend a
201-641-1812 201-641-1812	01:06 <b>25</b>	A-17, there is a sidewalk, but the balance of it from	01:09 <b>2</b>	25	5-foot sidewalk with a curb to prevent the cars from
		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.			LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
15 of 47 sheets Page 57 to 60 of 140 04/15/2019 05:37:08	1	201-641-1812	1		201-641-1812

01:12 <b>25</b>	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	01.15 23	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
01:12 <b>23</b>	show that.	01.15 23	consultant when we come back.
01:40 05	show that.	01:15 25	consultant when we come back.
01:12 <b>24</b>	plan. I'm sure Mr. Clark can come up with a plan to	01:15 <b>24</b>	audience to ask your question of the traffic
01:12 <b>23</b>	continue towards Broadway. And we can come up with a	01:15 <b>23</b>	been waiting and he needs to be heard, so I ask the
01:12 <b>22</b>	sidewalk, and then cross the driveway and then	01:15 22	
01:12 <b>21</b>	come out away from the staircase, that 5-foot	01:14 <b>21</b>	open to the public to ask any questions, but I'm very
01:12 20	have to happen is that this sidewalk would have to	01:14 20	would like to come back quickly, because we have to
01:12 19	side of the building, and so what will most likely	01:14 <b>19</b>	recess so the stenographer can have a break, and I
01:12 18	maintain this staircase that comes up to the south	01:14 18	
01:12 <b>17</b>	THE WITNESS: So, we're going to	01:14 <b>17</b>	
01:11 <b>16</b>	the building?	01:14 <b>16</b>	· ·
01:11 <b>15</b>	going to be maintained, that sort of an entrance to	01:14 <b>15</b>	
01:11 <b>14</b>	MR. DHAWAN: So do we know if that's	01:14 <b>13</b>	MS. YETEMIAN: But not access down out
01:11 <b>12</b>	building, that's true.	01:14 <b>12</b>	also included fire access.
01:11 <b>11</b> 01:11 <b>12</b>	side leads to a staircase on the south side of the	01:14 <b>11</b> 01:14 <b>12</b>	
01:11 <b>10</b> 01:11 <b>11</b>	So, this sidewalk on, I guess, the east	01:14 <b>10</b> 01:14 <b>11</b>	THE WITNESS: I don't know that.
01:11 <b>9</b> 01:11 <b>10</b>	MR. DHAWAN: Above the garage entrance. THE WITNESS: Yes.	01:14 <b>9</b> 01:14 <b>10</b>	MS. YETEMIAN: And that's for fire purposes or just
01:11 <b>8</b> 01:11 <b>9</b>	THE WITNESS: Which way, here?	01:14 <b>8</b> 01:14 <b>9</b>	into the building itself, but it stops at that point.
01:11 7	stair and a terrace above the entrance to the garage.	01:14 7	
01:11 <b>6</b>	MR. DHAWAN: There's some sort of a	01:14 6	5,
01:11 <b>5</b>	CHAIRWOMAN HEMBREE: Anybody else?	01:14 5	to the south side, where there is a sidewalk along
01:11 <b>4</b>	MR. PREISS: Okay. Thank you.	01:14 4	
01:11 <b>3</b>	feet, then we will make that portion 5 feet as well.	01:14 3	THE WITNESS: No, there's no exit on
01:11 2	THE WITNESS: Yes. If it is not 5	01:14 2	
01:11 <b>1</b>	garage.	01:14 <b>1</b>	MS. YETEMIAN: And there's no other
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	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
01:11 <b>25</b>	something so that you can cross in front of the	01:14 <b>25</b>	know.
01:11 <b>24</b>	easterly side, and then to have some striping or	01:13 <b>24</b>	standpoint in the history of the building, I don't
01:11 <b>23</b>	is, you may need to widen the sidewalk on the	01:13 <b>23</b>	So I'm not sure, from an operational
01:11 <b>22</b>	MR. PREISS: What I'm suggesting also	01:13 22	then it basically stops where the landscaping begins.
01:10 <b>21</b>	a downward direction.	01:13 <b>21</b>	stone in the front, the frontage along Broadway, but
01:10 <b>20</b>	garage, and the pavement actually starts to slope in	01:13 <b>20</b>	it really doesn't lead anywhere. There's crushed
01:10 19	sidewalk, it's all pavement for the entrance to the	01:13 19	doorway and steps in the front of the building, and
01:10 <b>18</b>	THE WITNESS: Well, there is no	01:13 18	THE WITNESS: There is an actual
01:10 <b>17</b>	it doesn't bump out.	01:13 <b>17</b>	exit, but where does it go?
01:10 <b>15</b>	the garage. It looks like it curves towards the	01:13 <b>16</b>	MR. DHAWAN: So you said there is an
01:10 <b>14</b>	actually allows for a crossing of the entrance into	01:13 <b>15</b>	building.
01:10 <b>13</b>	direction on the east side of the building	01:13 <b>13</b>	
01:10 <b>12</b> 01:10 <b>13</b>	tell whether the sidewalk on the north what's that	01:13 <b>12</b> 01:13 <b>13</b>	
01:10 <b>11</b> 01:10 <b>12</b>	the sidewalk along Broadway. MR. PREISS: Okay. It's difficult to	01:13 <b>11</b> 01:13 <b>12</b>	Broadway. There is no connection. To make a connection in the staircase,
01:10 <b>10</b> 01:10 <b>11</b>	driveway of the garage entrance to the connection to		there is no connection to the sidewalk along Broadway. There is no connection.
01:10 <b>9</b> 01:10 <b>10</b>	basically is from, I guess, the west side of the	01:13 <b>9</b> 01:13 <b>10</b>	
01:10 <b>8</b>	is a sidewalk that's out there today. So it	01:13 <b>8</b>	THE WITNESS: Well, there is another
01:10 7	from the garage to the rear part of the area, there	01:13 7	
01:10 <b>6</b>	THE WITNESS: So, there is a sidewalk	01:13 6	
01:10 5	rear parking lot as well?	01:13 5	MR. DHAWAN: Is there any exit to the
01:09 <b>4</b>	from the garage entry or all the way through to the	01:12 4	•
01:09 <b>3</b>	MR. PREISS: And that would be just	01:12 3	building, go down the elevator and come out. That's
01:09 <b>2</b>	THE WITNESS: Five-foot sidewalk, yes.	01:12 <b>2</b>	5 5 1 1
01:09 <b>1</b>	going onto the sidewalk?	01:12 <b>1</b>	And, again, the other option is to come
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	65		67
01:15 <b>1</b>	MR. NEWMAN: Are we going to get to the	01:27 <b>1</b>	MR. MARSON: What I would like to
01:15 <b>2</b>	planner?	01:27 <b>2</b>	understand better is the formula and the way that you
01:15 <b>3</b>	CHAIRWOMAN HEMBREE: Well, I would like	01:27 <b>3</b>	used it for a later period, if you could submit it?
01:15 <b>4</b>	to try.	01:27 <b>4</b>	While we're on that page, does your
01:15 <b>5</b>	MR. NEWMAN: Does the planner have a	01:27 <b>5</b>	chart
01:15 <b>6</b>	report?	01:27 <b>6</b>	CHAIRWOMAN HEMBREE: Let him answer the
01:15 <b>7</b>	MR. DELIA: No.	01:27 <b>7</b>	question.
01:15 <b>8</b>	CHAIRWOMAN HEMBREE: He is just going	01:27 <b>8</b>	MR. MARSON: He did.
01:15 <b>9</b>	to go asking questions, right?	01:27 <b>9</b>	THE WITNESS: I didn't even know there
01:15 <b>10</b>	MR. DELIA: Yes, we have two exhibits.	01:27 <b>10</b>	was a question in that.
01:15 <b>11</b>	CHAIRWOMAN HEMBREE: Is that okay? Is	01:28 <b>11</b>	MR. MARSON: The question is, is there
01:15 <b>12</b>	that okay? I don't know what else to do.	01:28 <b>12</b>	a formula for small office building, LUC 712 ITE trip
01:15 <b>13</b>	, MR. NEWMAN: If I were wagering now, I	01:28 <b>13</b>	generation?
01:15 <b>14</b>	would wager that the public is going to take at least	01:28 14	COURT REPORTER: Please repeat that.
01:15 <b>15</b>	40 minutes.	01:28 15	MR. MARSON: Is there a formula for
01:15 <b>16</b>	MR. DELIA: Let me consult with my	01:28 16	small office building, LUC 712, and, if so, what are
01:15 <b>17</b>	client first.	01:28 17	the variables and how is this output, in this case
01:15 <b>18</b>	(A short recession is held.)	01:28 <b>18</b>	AM peak, for example, 81 generated?
01.15 <b>10</b> 01:26 <b>19</b>	CHAIRWOMAN HEMBREE: Ladies and	01:28 <b>19</b>	Anyway, does your chart erroneously
01:26 <b>19</b> 01:26 <b>20</b>		01:28 <b>19</b> 01:28 <b>20</b>	
01:26 <b>20</b> 01:26 <b>21</b>	gentlemen, we're coming back.	01:28 <b>20</b> 01:28 <b>21</b>	THE WITNESS: Obviously MR. NEWMAN: Let him answer.
01:26 <b>21</b>	Okay. Gary, would you like to open the	01:28 <b>21</b> 01:28 <b>22</b>	
	meeting to the public?		THE WITNESS: I can't answer that
01:26 23	MR. NEWMAN: I would make a motion to	01:28 23	question right now. I have to provide that.
01:26 24	open to the public.	01:28 24	MR. MARSON: Fair enough.
01:26 <b>25</b>	CHAIRWOMAN HEMBREE: Is there a second?	01:28 <b>25</b>	THE WITNESS: If the board wants me to
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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01:26 <b>1</b>	MS. EFFRON-MALLEY: Yes.	01:28 <b>1</b>	68 provide that.
01:26 <b>1</b> 01:26 <b>2</b>	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor?	01:28 <b>1</b> 01:28 <b>2</b>	provide that. MR. NEWMAN: You have to finish that
	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond	01:28 <b>2</b> 01:28 <b>3</b>	provide that.
01:26 2	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor?	01:28 <b>2</b>	provide that. MR. NEWMAN: You have to finish that
01:26       2         01:26       3         01:26       4         01:26       5	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond	01:28 <b>2</b> 01:28 <b>3</b>	provide that. MR. NEWMAN: You have to finish that question with "if you know."
01:26 <b>2</b> 01:26 <b>3</b> 01:26 <b>4</b> 01:26 <b>5</b> 01:26 <b>6</b>	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond in the affirmative.)	01:28 <b>2</b> 01:28 <b>3</b> 01:28 <b>4</b>	provide that. MR. NEWMAN: You have to finish that question with "if you know." MR. MARSON: Got it.
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01:26 <b>2</b> 01:26 <b>3</b> 01:26 <b>4</b> 01:26 <b>5</b> 01:26 <b>6</b>	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond in the affirmative.) CHAIRWOMAN HEMBREE: Opposed? (No response.)	01:28         2           01:28         3           01:28         4           01:28         5           01:28         6	provide that. MR. NEWMAN: You have to finish that question with "if you know." MR. MARSON: Got it. MR. DELIA: The answer is you don't know.
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01:26 2 01:26 3 01:26 4 01:26 5 01:26 6 01:26 7 01:27 8	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond in the affirmative.) CHAIRWOMAN HEMBREE: Opposed? (No response.) CHAIRWOMAN HEMBREE: Members of the public, you know the drill, you're asking the	01:28 2 01:28 3 01:28 4 01:28 5 01:28 6 01:28 7 01:28 8	provide that. MR. NEWMAN: You have to finish that question with "if you know." MR. MARSON: Got it. MR. DELIA: The answer is you don't know. MR. MARSON: Does your chart erroneously calculate a difference between LUC 710,
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01:26 2 01:26 3 01:26 4 01:26 5 01:26 6 01:26 7 01:27 8 01:27 9 01:27 10	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond in the affirmative.) CHAIRWOMAN HEMBREE: Opposed? (No response.) CHAIRWOMAN HEMBREE: Members of the public, you know the drill, you're asking the question of the traffic engineer, a question. MR. MARSON: Yes, ma'am.	01:28 2 01:28 3 01:28 4 01:28 5 01:28 6 01:28 7 01:28 7 01:28 8 01:28 9 01:28 10	provide that. MR. NEWMAN: You have to finish that question with "if you know." MR. MARSON: Got it. MR. DELIA: The answer is you don't know. MR. MARSON: Does your chart erroneously calculate a difference between LUC 710, general office building, and LUC 220, multifamily housing, when you in fact intended to demonstrate the
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01:26       2         01:26       3         01:26       4         01:26       5         01:26       6         01:26       7         01:27       8         01:27       10         01:27       11         01:27       12	MS. EFFRON-MALLEY: Yes. CHAIRWOMAN HEMBREE: All in favor? (Whereupon, all present members respond in the affirmative.) CHAIRWOMAN HEMBREE: Opposed? (No response.) CHAIRWOMAN HEMBREE: Members of the public, you know the drill, you're asking the question of the traffic engineer, a question. MR. MARSON: Yes, ma'am. Craig Marson, 7 Cricket Lane, and thank you for your time.	01:28 2 01:28 3 01:28 4 01:28 5 01:28 6 01:28 7 01:28 7 01:28 8 01:28 9 01:28 9 01:28 10 01:29 11 01:29 12	provide that. MR. NEWMAN: You have to finish that question with "if you know." MR. MARSON: Got it. MR. DELIA: The answer is you don't know. MR. MARSON: Does your chart erroneously calculate a difference between LUC 710, general office building, and LUC 220, multifamily housing, when you in fact intended to demonstrate the difference between LUC 712, which is a MR. DELIA: I have to object.
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	69		71
01:29 <b>1</b>	through it.	01:31 <b>1</b>	MR. PRINCIOTTO: So let's stop right
01:29 <b>2</b>	MR. PRINCIOTTO: For the benefit of	01:31 <b>2</b>	there.
01:29 <b>3</b>	everyone, I think some of the questions are compound	01:31 <b>3</b>	THE WITNESS: The general office
01:29 <b>4</b>	questions, so if you could break them down, and go a	01:31 <b>4</b>	building better represents, No. 1, what the office
01:29 <b>5</b>	little bit slower for the benefit of the court	01:31 <b>5</b>	building looked like in terms of the number of
01:29 <b>6</b>	reporter, who has to take down every word	01:31 <b>6</b>	tenants that were in the building, and the small
01:29 <b>7</b>	MR. MARSON: Fair enough.	01:31 7	office building generated vehicle trips that were on
01:29 <b>8</b>	MR. PRINCIOTTO: and everyone else	01:31 8	the high side. And so, from a conservative
01:29 9	who has to listen.	01:31 9	standpoint, I utilized the general office building,
01:29 10	MR. MARSON: And, counsel, I will do my	01:31 10	because it demonstrated a more conservative approach
01:29 <b>11</b> 01:29 <b>12</b>	best to limit it to yes or no questions. They are	01:31 <b>11</b> 01:31 <b>12</b>	of the difference between the two, a smaller increase.
01:29 <b>12</b> 01:29 <b>13</b>	specific.	01:31 <b>12</b>	
01:29 <b>13</b> 01:29 <b>14</b>	MR. DELIA: Give him an opportunity to answer one question at a time.	01:31 <b>13</b>	MR. MARSON: If I may ask then, why would you even be presenting 712, which has its own
01:29 <b>14</b>	MR. MARSON: I have waited for months	01:32 <b>15</b>	distinct formula and own usage and own trip
01:29 <b>15</b>	to deal with this. I am entitled to ask questions	01:32 <b>15</b>	generation?
01:30 <b>17</b>	yes or no	01:32 <b>10</b>	THE WITNESS: There are many times I
01:30 <b>18</b>	MR. DELIA: But ask the question	01:32 18	present many different land use categories.
01:30 <b>19</b>	properly, sir.	01:32 <b>19</b>	MR. MARSON: May I continue, please,
01:30 20	MR. MARSON: Anyway, let me start	01:32 <b>20</b>	questioning?
01:30 <b>21</b>	again.	01:32 21	I'm going to ask it again. Why is
01:30 <b>22</b>	Does your chart erroneously calculate a	01:32 <b>22</b>	general office building, LUC 710, being presented for
01:30 <b>23</b>	difference between LUC 710, general office building,	01:32 <b>23</b>	consideration if the current office building at 188
01:30 <b>24</b>	and LUC 220, multifamily housing, when you intended	01:32 <b>24</b>	Broadway is approximately 42,000 square feet and
01:30 <b>25</b>	to demonstrate the difference between LUC 712, which	01:32 <b>25</b>	general office building, LUC 710, is for structures
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	70		72
01:30 <b>1</b>	is a small office building, and LUC 220, which is a	01:32 <b>1</b>	greater or equal than 200,000 square feet, in essence
01:30 <b>2</b>	is a small office building, and LUC 220, which is a multifamily housing?	01:32 <b>2</b>	greater or equal than 200,000 square feet, in essence why are you taking something one-fifth the size and
01:30 <b>2</b> 01:30 <b>3</b>	is a small office building, and LUC 220, which is a multifamily housing? THE WITNESS: No.	01:32 <b>2</b> 01:32 <b>3</b>	greater or equal than 200,000 square feet, in essence why are you taking something one-fifth the size and making the case for something five times greater?
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01:30201:30301:30401:305	is a small office building, and LUC 220, which is a multifamily housing? THE WITNESS: No. MR. MARSON: Why? THE WITNESS: I can't answer that here.	01:32       2         01:32       3         01:32       4         01:32       5	greater or equal than 200,000 square feet, in essence why are you taking something one-fifth the size and making the case for something five times greater? THE WITNESS: And that's because of the mix of different tenants in the office building. It
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	73		75
01:33 <b>1</b>	THE WITNESS: If the board requests	01:35 <b>1</b>	an office size of 200,000 square feet, when the
01:33 <b>2</b>	that or the traffic engineer requests that	01:35 2	building under consideration is 42,000 square feet,
01:33 <b>3</b>	information, then we will.	01:35 3	flies in the face of the ITE formula for the small
01:33 <b>4</b>	MR. MARSON: Okay.	01:35 4	business building itself.
01:33 <b>5</b>	CHAIRWOMAN HEMBREE: I would like to	01:35 5	
01:33 <b>6</b>	ask you a question, Mr. Marson.	01:35 <b>6</b>	MR. MARSON: That's the problem.
01:33 <b>7</b>	MR. MARSON: Yes.	01:35 7	Yes, sir.
01:33 <b>8</b>	CHAIRWOMAN HEMBREE: What's your point?	01:35 <b>8</b>	MR. NEWMAN: Let's pretend for a moment
01:33 <b>9</b>	MR. NEWMAN: What is your proffer?	01:35	-
01:33 <b>10</b>	MR. MARSON: My point is that assuming	01:35 <b>10</b>	
01:33 <b>11</b>	that you have 712, which is the category for, let's	01:35 <b>11</b>	The best I understand it, small office
01:33 <b>12</b>	say, small office building with its own trip	01:35 <b>12</b>	buildings have one, I'm not going to say standard,
01:33 <b>13</b>	generation rate formulas, why are you attempting to	01:35 <b>13</b>	but one set of data, whereas a large office building
01:33 <b>14</b>	use a category that starts with an office building	01:35 <b>14</b>	has a different set of data.
01:33 <b>15</b>	size roughly 4 to 5 times the size of the building	01:35 <b>15</b>	Is that part of your point?
01:34 <b>16</b>	we're considering at all? And that's the basis of my	01:35 <b>16</b>	MR. MARSON: Potentially, yes.
01:34 <b>17</b>	next question, if I may continue.	01:36 <b>17</b>	MR. NEWMAN: Okay. So if I understand
01:34 <b>18</b>	THE WITNESS: So if I could just	01:36 <b>18</b>	correctly, so one would generate more trips than the
01:34 <b>19</b>	comment on this, please. Please, let me just	01:36 <b>19</b>	other.
01:34 <b>20</b>	comment.	01:36 20	MR. MARSON: If the formula was used
01:34 <b>21</b>	CHAIRWOMAN HEMBREE: Okay.	01:36 <b>21</b>	correctly, and that's my problem.
01:34 <b>22</b>	THE WITNESS: So you would rather me	01:36 <b>22</b>	MR. NEWMAN: Okay.
01:34 <b>23</b>	use a higher number, 103 in the PM peak hour versus	01:36 23	MR. DELIA: May I ask a couple of
01:34 <b>24</b>	37, and we would have even a lower number of trips	01:36 <b>24</b>	questions now?
01:34 <b>25</b>	coming to and from the site versus 50?	01:36 25	Do you have any experience
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	74		76
01:34 <b>1</b>	MR. MARSON: May I respond?	01:36 <b>1</b>	
01:34 <b>2</b>	CHAIRWOMAN HEMBREE: We're not going	01:36 2	but I am somebody studying the numbers who took his
01:34 <b>2</b> 01:34 <b>3</b>	CHAIRWOMAN HEMBREE: We're not going to.	01:36 <b>2</b> 01:36 <b>3</b>	but I am somebody studying the numbers who took his time to analyze the formulas, and I'm asking the
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01:37 <b>1</b>	77 your analysis should be stricken from your	01:39 <b>1</b>	79 MR. STAR: Is there a way to assess the
01:37 <b>1</b>	presentation?	01:39 <b>1</b> 01:39 <b>2</b>	added delays caused by right turn egress?
01:37 <b>2</b>	THE WITNESS: No.	01:39 <b>2</b> 01:39 <b>3</b>	THE WITNESS: What Mr. Intindola
01:37 <b>3</b>	MR. MARSON: Next question.	01:39 <b>4</b>	brought up, that we were going to do, is an analysis
01:37 <b>5</b>	My research indicates certain trip	01:39 <b>5</b>	of the driveway for the four different conditions
01:37 <b>6</b>	rates for AM and PM peak.	01:39 <b>6</b>	that we specified before.
01:37 <b>7</b>	Noting the lack of setting, location	01:39 <b>7</b>	MR. STAR: With right turn ingress and
01:37 <b>8</b>	specificity regarding trip generation rates for LUC	01:39 <b>8</b>	right turn egress, people leaving, in order to leave
01:37 <b>9</b>	712 and given the unique traffic patterns burdening	01:39 <b>9</b>	the site and head in different directions will have
01:37 <b>10</b>	188 Broadway, would it not be appropriate to have the	01:39 <b>10</b>	to go up Highview
01:37 <b>11</b>	applicant provide a full study based on actual	01:39 <b>11</b>	CHAIRWOMAN HEMBREE: Mr. Star, you've
01:37 <b>12</b>	traffic and use patterns for this location?	01:39 <b>12</b>	got to ask a question.
01:37 <b>13</b>	THE WITNESS: No.	01:40 <b>13</b>	MR. STAR: In what way has that loop
01:37 <b>14</b>	MR. MARSON: Last question.	01:40 <b>14</b>	effect been addressed, is being addressed?
01:37 <b>15</b>	You claim an LUC 220 trip rate during	01:40 <b>15</b>	THE WITNESS: It has not, because
01:37 <b>16</b>	peak AM and PM hours, ranging from 0.48 per unit to	01:40 <b>16</b>	there's a reduction in the number of vehicles coming
01:38 <b>17</b>	0.62 per units, which is less than one quarter of the	01:40 <b>17</b>	to and from the site.
01:38 <b>18</b>	ITE 10th edition trip generation for a small office	01:40 <b>18</b>	MR. STAR: That assumes the input
01:38 <b>19</b>	building, would you agree that in order to fairly	01:40 <b>19</b>	data
01:38 <b>20</b>	compare the full traffic effect of multi-housing LUC	01:40 <b>20</b>	CHAIRWOMAN HEMBREE: Question.
01:38 <b>21</b>	220 and small office building 712, you must include	01:40 <b>21</b>	MR. STAR: In what way, what levels of
01:38 <b>22</b>	weekends, holidays, and summertime, when offices	01:40 <b>22</b>	occupancy have you used in your model in terms of
01:38 <b>23</b>	usually often are reduced to 0 and the residential	01:40 <b>23</b>	what was there before under the commercial building
01:38 <b>24</b>	traffic patterns may be as heavy or heavier than peak	01:40 <b>24</b>	versus what will be there during the occupation of
01:38 <b>25</b>	office AM or PM hours?	01:40 <b>25</b>	high density housing?
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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01:38 <b>1</b>	THE WITNESS: No.	01:40 <b>1</b>	THE WITNESS: The level of occupancy
01:38 <b>2</b>	MR. MARSON: Thank you.	01:40 <b>2</b>	ranges anywhere from 85 to 95 percent of any use,
01:38 <b>3</b>	MR. STAR: Hi.	01:40 <b>3</b>	basically, in the ITE.
01:38 <b>4</b>	My name is Alvin Star. I live in	01:40 <b>4</b>	MR. STAR: What level of occupancy did
01:38 <b>5</b>	Woodcliff Lake.	01:40 <b>5</b>	you assume for the commercial building and what level
01:38 6	CHAIRWOMAN HEMBREE: Question,	01:40 <b>6</b> 01:40 <b>7</b>	of occupancy did you assume for the residential development?
01:38 <b>7</b> 01:38 <b>8</b>	question. MR. STAR: My concern is about traffic	01:40 <b>7</b> 01:40 <b>8</b>	•
01:38 <b>8</b> 01:38 <b>9</b>	congestion and the influence of this project on	01:40 <b>8</b> 01:40 <b>9</b>	THE WITNESS: Again, it ranges anywhere from 85 to 95, depending on the land use. That's the
01:38 <b>9</b> 01:38 <b>10</b>	further traffic delays.	01:40 <b>9</b>	answer.
01:39 <b>11</b>	CHAIRWOMAN HEMBREE: Just ask a	01:40 <b>10</b>	MR. NEWMAN: In other words, you didn't
01:39 <b>12</b>	question.	01:40 <b>12</b>	do any discounting for the fact that this particular
01:39 <b>12</b>	MR. NEWMAN: Just ask your question.	01:40 <b>12</b> 01:41 <b>13</b>	building is not fully occupied?
01:39 <b>14</b>	MR. STAR: I will ask a question.	01:41 <b>14</b>	THE WITNESS: No.
01:39 <b>15</b>	Your model, I presume, assumes steady	01:41 <b>15</b>	MR. NEWMAN: You just used a standard,
01:39 <b>16</b>	day flow. In what way does it address traffic	01:41 <b>16</b>	and they set the standard that generally there's 85-
01:39 <b>17</b>	congestion and the added traffic input leaving in the	01:41 <b>17</b>	to 90-percent occupancy in an office building?
01:39 <b>18</b>	morning in terms of aggravating existing traffic	01:41 <b>18</b>	THE WITNESS: Right.
01:39 <b>19</b>	flows?	01:41 <b>19</b>	MR. NEWMAN: And they have their own
01:39 <b>20</b>	THE WITNESS: Will, we didn't run an	01:41 <b>20</b>	standard for residential that you used, standards?
01:39 <b>21</b>	analysis, we have no model, so we didn't do that	01:41 <b>21</b>	THE WITNESS: Yes.
01:39 <b>22</b>	here.	01:41 <b>22</b>	MR. STAR: Because in the morning there
01:39 <b>23</b>		01:41 <b>23</b>	will be egress, and as the rush hour traffic, in what
01.39 23	MR. STAR: I would think that traffic	•=•	
01:39 <b>23</b> 01:39 <b>24</b>	MR. STAR: I would think that traffic delays are a big thing. Is there a way	01:41 <b>24</b>	way can you assess the added delay?
01:39 <b>24</b>	delays are a big thing. Is there a way	01:41 <b>24</b>	way can you assess the added delay?

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01:41 <b>1</b>	think it is important to address it. Will the board	01:42 <b>1</b>	environmental, for their review? I could give you
01:41 <b>2</b>	ask too that the applicant address the additional	01:42 <b>2</b>	his name and contact information.
01:41 <b>3</b>	delay factor?	01:43 <b>3</b>	CHAIRWOMAN HEMBREE: Just ask the
01:41 <b>4</b>	THE WITNESS: That's what Mr. Intindola	01:43 <b>4</b>	questions.
01:41 5	asked, and that's what we're going to do.	01:43 5	THE WITNESS: No.
01:41 6	MR. STAR: And that will be presented	01:43 6	MR. STAR: Any particular reason why?
01:41 7	to the board?	01:43 7	THE WITNESS: Not required.
01:41 <b>8</b> 01:41 <b>9</b>	CHAIRWOMAN HEMBREE: Yes, of course. THE WITNESS: Yes.	01:43 <b>8</b> 01:43 <b>9</b>	MR. STAR: I leave this to the zoning
01:41 <b>9</b> 01:41 <b>10</b>	MR. STAR: Has your analysis been	01:43 <b>9</b> 01:43 <b>10</b>	board. MR. KRIGSMAN: Hi. My name is David
01:41 <b>10</b>	presented to the Bergen County engineers, besides	01:43 <b>10</b>	Krigsman. I live on Highview.
01:41 <b>12</b>	Woodcliff Lake?	01:43 <b>11</b>	Do you think the corner of Highview and
01:41 <b>13</b>	THE WITNESS: We haven't done the	01:43 <b>13</b>	Broadway is especially dangerous?
01:41 <b>14</b>	analysis yet.	01:43 <b>14</b>	THE WITNESS: I didn't say it was or
01:41 <b>15</b>	MR. STAR: Your report will be	01:43 <b>15</b>	wasn't.
01:41 <b>16</b>	submitted to him?	01:43 <b>16</b>	MR. KRIGSMAN: Okay. What day did you
01:41 <b>17</b>	THE WITNESS: When we submit the	01:43 <b>17</b>	observe?
01:41 <b>18</b>	application, yes.	01:43 <b>18</b>	You did observe the area, I assume, a
01:41 <b>19</b>	MR. STAR: Will you address the added	01:43 <b>19</b>	little bit?
01:41 <b>20</b>	delay fact on traffic from additional pedestrians?	01:43 <b>20</b>	THE WITNESS: Multiple days, yes.
01:42 <b>21</b>	THE WITNESS: Additional pedestrians at	01:43 <b>21</b>	MR. KRIGSMAN: Were you there on
01:42 <b>22</b>	the driveway? No.	01:43 <b>22</b>	January 21st, when my son's bus was hit on that turn?
01:42 <b>23</b>	MR. STAR: No, crossing over to the	01:43 <b>23</b>	THE WITNESS: No.
01:42 <b>24</b>	train station.	01:43 <b>24</b>	MR. KRIGSMAN: No, you weren't there so
01:42 <b>25</b>	THE WITNESS: We're only looking at the	01:43 <b>25</b>	you didn't see it.
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01:42 <b>1</b>	driveway.	01:43 <b>1</b>	Do you believe the increased congestion
01:42 <b>2</b>	MR. STAR: In terms of crossing the	01:43 <b>2</b>	will make that happen more often? You know,
01:42 <b>3</b>	road and effects on traffic there, will that be	01:43 <b>3</b>	accidents with kids or adults? Don't know?
01:42 <b>4</b>	assessed?	01:43 <b>4</b>	THE WITNESS: I can't answer those
01:42 <b>5</b>	THE WITNESS: No.	01:43 <b>5</b>	questions.
01:42 <b>6</b> 01:42 <b>7</b>	MR. NEWMAN: Is there a crosswalk?	01:43 <b>6</b> 01:43 <b>7</b>	CHAIRWOMAN HEMBREE: No.
01:42 <b>7</b> 01:42 <b>8</b>	THE WITNESS: At the traffic signal, there's a crosswalk.	_	MR. KRIGSMAN: All right. Thank you for your time. It makes a lot of sense.
01:42 <b>8</b> 01:42 <b>9</b>	MR. STAR: But it's really not used or	01:43 <b>8</b> 01:44 <b>9</b>	THE WITNESS: Yeah, to you it does.
01:42 <b>1</b>	used very sparingly. It will be made to be used	01:44 <b>10</b>	MR. KRIGSMAN: What did you say?
01:42 <b>11</b>	more so in the future, and I think that should be	01:44 <b>11</b>	THE WITNESS: It does to you.
01:42 <b>12</b>	looked at.	01:44 <b>12</b>	MR. COUTO: Alex Couto, Woodcliff Lake.
01:42 <b>13</b>	MR. NEWMAN: Next question.	01:44 <b>13</b>	On the study you presented, did you
01:42 <b>14</b>	MR. STAR: Okay.	01:44 <b>14</b>	have a total number of vehicles Broadway north and
01:42 <b>15</b>	Will it be submitted to New Jersey	01:44 <b>15</b>	south for the day?
01:42 <b>16</b>	Transit, your report?	01:44 <b>16</b>	THE WITNESS: For the whole day? Yes.
01:42 <b>17</b>	THE WITNESS: No.	01:44 <b>17</b>	MR. COUTO: What was the number? It
01:42 <b>18</b>	MR. STAR: In terms of the risk to New	01:44 <b>18</b>	didn't register.
01:42 <b>19</b>	Jersey Transit property, the risk of an accident at	01:44 <b>19</b>	THE WITNESS: No, we didn't provide a
01:42 <b>20</b>	the crossing, I would think it should be submitted to	01:44 <b>20</b>	total, we didn't even provide actual numbers on this
01:42 <b>21</b>	New Jersey Transit.	01:44 <b>21</b>	graphic, right, it's more of a what happens during
01:42 <b>22</b>	CHAIRWOMAN HEMBREE: Do you have a	01:44 <b>22</b>	the course of the day.
01:42 <b>23</b>	question?	01:44 <b>23</b>	So, if the board would like, we could
01:42 <b>24</b>	MR. STAR: Will it be submitted to the	01:44 <b>24</b>	submit the actual data that shows what's happening on
01:42 <b>25</b>	chief engineer, who's responsible for design and	01:44 <b>25</b>	a 15-minute basis for the period of time that we have
01:42 <b>25</b>	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	01:44 <b>25</b>	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
01:42 <b>25</b>	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812	01:44 <b>25</b>	-

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01:44 <b>1</b>	the data.	01:46 <b>1</b>	that many.
01:44 <b>2</b>	MR. COUTO: If the board wants or not.	01:46 <b>2</b>	THE WITNESS: It's page 6 of 23.
01:44 <b>3</b>	As a resident, it would be good for me, but it's up	01:46 <b>3</b>	[LAUGHTER]
01:45 <b>4</b>	to the board.	01:46 <b>4</b>	THE WITNESS: That's a lot.
01:45 <b>5</b>	I have another question.	01:46 <b>5</b>	MR. COUTO: Not that many.
01:45 <b>6</b>	Did you do a study on the Causeway	01:47 <b>6</b>	I wasn't aware of this, but are you
01:45 <b>7</b>	traffic east and west, the same, similar to Broadway?	01:47 <b>7</b>	aware of what time families have to escape a fire in
01:45 <b>8</b>	THE WITNESS: No, we have not done any	01:47 <b>8</b>	a house?
01:45 <b>9</b>	analysis so far, and we're going to do an analysis of	01:47 <b>9</b>	THE WITNESS: I don't.
01:45 <b>10</b>	the driveway.	01:47 <b>10</b>	MR. COUTO: No. Okay. I did some
01:45 <b>11</b>	MR. COUTO: Okay. Is there a plan to	01:47 <b>11</b>	THE WITNESS: The architect may know.
01:45 <b>12</b>	do an analysis of the traffic on the Causeway east	01:47 <b>12</b>	MR. COUTO: Okay. I'll keep quiet.
01:45 <b>13</b>	and west?	01:47 <b>13</b>	MR. NEWMAN: He just told you he has no
01:45 <b>14</b>	THE WITNESS: No.	01:47 <b>14</b>	idea what you're talking about.
01:45 <b>15</b>	MR. COUTO: Okay.	01:47 <b>15</b>	MR. COUTO: Okay. Thank you.
01:45 <b>16</b>	Another question. You presented a plan	01:47 <b>16</b>	Are you aware of the most likely time
01:45 <b>17</b>	that converting to residential is going to lower the	01:47 <b>17</b>	of the day that the fire will start in a household?
01:45 <b>18</b>	number of trips, correct?	01:47 <b>18</b>	THE WITNESS: No.
01:45 <b>19</b>	THE WITNESS: Yes.	01:47 <b>19</b>	MR. COUTO: I'll present this later.
01:45 <b>20</b>	MR. COUTO: So, if I'm correct, one	01:47 <b>20</b>	Okay.
01:45 <b>21</b>	building would have 37 apartments and one another 23.	01:47 <b>21</b>	Do you know the distance from the fire
01:45 <b>22</b>	Am I correct?	01:47 22	department to 188 Broadway?
01:45 <b>23</b>	THE WITNESS: I think it was 36 and 24.	01:47 23	THE WITNESS: I do not.
01:45 24	MR. COUTO: Around there.	01:47 24	MR. COUTO: Okay. I did the math, but
01:45 <b>25</b>	THE WITNESS: That was a trick	01:47 <b>25</b>	maybe I shouldn't say, I guess.
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812
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	89		91
01:48 1	go, and they're going to turn, and then when they get	01:50 <b>1</b>	MS. BORRELLI: Six in in the morning
01:48 2	there, that's when it's 10 miles.	01:50 2	coming in?
01:48 3	MR. COUTO: Let me ask a question.	01:50 3	THE WITNESS: Well, no. In the AM peak
01:48 <b>4</b>	MR. HAYES: We will also have a	01:50 4	hour, we have 29 total in the AM peak hour.
01:48 <b>5</b>	representative from the fire department here.	01:50 5	MS. BORRELLI: 29 leaving?
01:49 6	MR. COUTO: Will be able to address	01:50 6	THE WITNESS: Six would be coming and
01:49 <b>7</b> 01:49 <b>8</b>	this question.	01:50 7	23 would be going out.
01:49 <b>8</b> 01:49 <b>9</b>	MR. NEWMAN: And he said, when he ran the data, it was a 10, and the truck could be 10 to	01:50 <b>8</b> 01:50 <b>9</b>	MS. BORRELLI: How do you know that? I'm just
01:49 <b>9</b>	15. I didn't miss that.	01:50 <b>9</b>	THE WITNESS: Again, just based on
01:49 <b>10</b>	MR. COUTO: It could be faster,	01:50 <b>11</b>	MS. BORRELLI: How did you know that?
01:49 <b>12</b>	hopefully 30 miles an hour, so he would get their	01:51 <b>12</b>	Did you rent the apartments already?
01:49 <b>13</b>	quick.	01:51 <b>13</b>	That was a question.
01:49 <b>14</b>	MR. NEWMAN: Next question.	01:51 <b>14</b>	MR. PRINCIOTTO: Wait.
01:49 <b>15</b>	MR. COUTO: So my concern is, as it is	01:51 <b>15</b>	MR. DELIA: This was not a question, by
01:49 <b>16</b>	to the board, is it possible to get the study about	01:51 <b>16</b>	any means.
01:49 <b>17</b>	the Causeway traffic? Because that will affect how	01:51 <b>17</b>	MS. BORRELLI: This is a serious
01:49 <b>18</b>	quickly the fire department	01:51 <b>18</b>	question. How does he know that?
01:49 <b>19</b>	MR. NEWMAN: I would have to tell you	01:51 <b>19</b>	MR. NEWMAN: Actually, the question
01:49 <b>20</b>	, that a study on the Causeway traffic is a little	01:51 <b>20</b>	itself, it's a pretty good question.
01:49 <b>21</b>	beyond the scope.	01:51 <b>21</b>	MR. DELIA: It's a good question.
01:49 <b>22</b>	CHAIRWOMAN HEMBREE: That's okay, Gary.	01:51 <b>22</b>	MR. NEWMAN: What do you base your data
01:49 <b>23</b>	You can talk.	01:51 <b>23</b>	on?
01:49 <b>24</b>	MR. NEWMAN: Okay. I would say that	01:51 <b>24</b>	MS. BORRELLI: You don't have to stand
01:49 <b>25</b>	that's a little bit beyond the duty of this	01:51 <b>25</b>	up and object.
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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01:49 <b>1</b>	90 applicant.	01:51 <b>1</b>	92 MR. DELIA: I'm not objecting, I'm
01:49 <b>2</b>	applicant. And I will also note that there are a	01:51 <b>2</b>	MR. DELIA: I'm not objecting, I'm agreeing with you. It's a good question.
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		<u> </u>		
	93			95
01:52 <b>1</b>	you'll correct me if I'm wrong, and they take all the	01:54	1	but I'm not.
01:52 2	apartment buildings and they say, okay, what is the	01:54		[LAUGHTER]
01:52 3	average.	01:54	-	CHAIRWOMAN HEMBREE: Yes.
01:52 4	So, in this particular project, could	01:54		THE WITNESS: I'm honestly afraid of
01:52 <b>5</b>	it be a little bit above or a little bit below? I	01:54	5	her.
01:52 <b>6</b>	mean, it could, but I think the applicant's point is	01:54	_	MR. NEWMAN: On this particular topic,
01:52 <b>7</b> 01:52 <b>8</b>	that if they built these apartments, the averages for the office building would still be greater than the	01:54 01:54		you'll lose that argument. MS. BORRELLI: Well, I'll address that
01.52 <b>0</b>	averages for the apartments. So, if anything,	01:54		another time.
01:52 <b>9</b>	they're reducing the number of cars.	01:54		Okay. Now, when you were showing about
01:52 <b>11</b>	Now, as we discussed earlier, they're	01:54		the fire truck, you kept saying "fire truck."
01:52 <b>12</b>	flipping ingress and egress, so that's something that	01:54		CHAIRWOMAN HEMBREE: He's not the fire
01:52 <b>13</b>	we're going to look at. But no matter which way you	01:54		expert.
01:53 <b>14</b>	slice it, you know, think of an office building,	01:54	-	MS. BORRELLI: But he did show a
01:53 <b>15</b>	people show up for work in the morning, more people	01:54		diagram, and my question is on the diagram.
01:53 <b>16</b>	occupy a 40,000-square-foot office building during	01:55	16	You showed a diagram and you kept
01:53 <b>17</b>	the day than people would occupy 60 apartments. It's	01:55	17	saying "truck," so, only one fire truck? Was your
01:53 <b>18</b>	just, you know, you have a certain square footage of	01:55	18	scenario on one fire truck, because you just kept
01:53 <b>19</b>	an apartment, 3, 4 people, whatever, live in an	01:55	19	saying one fire truck, you kept saying "truck," not
01:53 <b>20</b>	apartment or 2 or 3 people, whereas the people who	01:55	20	trucks?
01:53 <b>21</b>	work in an office building, they have cubicles.	01:55	21	THE WITNESS: Yes.
01:53 <b>22</b>	That's why the parking requirements are less for	01:55	22	It doesn't show on here, the largest
01:53 <b>23</b>	residential versus an office building, you have to	01:55	23	truck, the truck that we actually were asked by the
01:53 <b>24</b>	provide parking for all those people.	01:55	24	fire department to utilize is their ladder truck and
01:53 <b>25</b>	So I hope that answered your question.	01:55	25	the dimensions of their ladder truck. So any other
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.			LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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04 F0 <b>4</b>	94	04 55	4	96
01:53 <b>1</b> 01:53 <b>2</b>	You can ask your next question.	01:55 01:55		truck would be smaller and definitely fit. MS. BORRELLI: And so that ladder truck
01:53 <b>2</b> 01:53 <b>3</b>	Am I wrong about any of that? CHAIRWOMAN HEMBREE: Gary	01:55	_	has to back out, has to back out?
01:53 <b>3</b>	THE WITNESS: You are not wrong.	01:55	-	THE WITNESS: No, the fire truck would
01:53 <b>5</b>	CHAIRWOMAN HEMBREE: Thank you, Gary.	01:55	_	
01:53 <b>6</b>	Do you charge?	01:55		MS. BORRELLI: It was hard to
01:53 <b>7</b>	MS. BORRELLI: But based on the numbers	01:55	_	understand.
01:53 <b>8</b>	that they're showing here, you're showing that it's	01:55	8	THE WITNESS: head in, and then it
01:53 <b>9</b>	not going to have a major impact, correct?	01:55	9	would back up into this area where just beyond here
01:54 <b>10</b>	THE WITNESS: It's actually going to be	01:55	10	are the Dumpsters, and then be able to pull out head
01:54 <b>11</b>	reverse, right, it's going to have less traffic as	01:55	11	first.
01:54 <b>12</b>	opposed to the office building.	01:55	12	MR. PRINCIOTTO: Are you looking at
01:54 <b>13</b>	MS. BORRELLI: But that's based off of	01:55		A-14?
01:54 <b>14</b>	saying that there's only 29 cars, but it could be	01:55		THE WITNESS: Yes.
01:54 <b>15</b>	more and it could wind up being equal to the	01:55		MS. BORRELLI: Okay. So worst case
01:54 <b>16</b>	apartment building or it could even be I mean,	01:55		scenario, and it is a large fire that is out of
01:54 <b>17</b>	equal to the office building or it could be more,	01:55		control, let's look at the worst case scenario, it's
01:54 18	depending on how many of the tenants actually have	01:56		a fire in the back building that's close to the
01:54 <b>19</b>	cars that need to drive to work so	01:56		woods, the train is in, the Causeway is backed up,
01:54 20	THE WITNESS: I don't believe so.	01:56		Broadway is backed up, and the fire trucks need to
01:54 21	MS. BORRELLI: Well, again, you're	01:56		get there, and everything is backed up. There's a
01:54 22	basing	01:56		wind that's taking the fire up the hill, and it's
01:54 <b>23</b> 01:54 <b>24</b>	CHAIRWOMAN HEMBREE: That's his answer. You can't argue with him.	01:56 01:56		potentially dangerous to the homes up the hill. MR. NEWMAN: Is there a rainstorm?
01:54 <b>24</b> 01:54 <b>25</b>	MS. BORRELLI: Well, I would like to,	01:56		MR. NEWMAN: Is there a rainstorm? MS. BORRELLI: No, there is no rain,
01. <b>04 <b>20</b></b>	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	01.00	20	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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	97		99
01:56 <b>1</b>	it's a drought, the woods are completely dry, it's	01:58 <b>1</b>	MS. GELLERT: Got it. Okay.
01:56 <b>2</b>	the worst case scenario.	01:58 <b>2</b>	In terms of pedestrian pathways, how
01:56 <b>3</b>	MR. DELIA: We know this gentleman is	01:58 <b>3</b>	many doors are there to these buildings and where are
01:56 <b>4</b>	not a fire expert. This question is, again, not for	01:58 <b>4</b>	they? Because is everybody going to take that path
01:56 <b>5</b>	this gentleman.	01:58 <b>5</b>	or are they going to look for a shorter distance?
01:56 <b>6</b>	MS. BORRELLI: So I will ask the fire	01:58 <b>6</b>	THE WITNESS: Well, I really would have
01:56 <b>7</b>	department. Okay, I will ask the fire department.	01:59 <b>7</b>	to defer back to the architect on the number of
01:56 <b>8</b>	Okay. All right.	01:59 <b>8</b>	access points. I concentrated my efforts on I
01:56 <b>9</b>	Okay. Do I have anything else for you?	01:59 <b>9</b>	forgot the name, what's the number of this, A what?
01:56 <b>10</b>	Okay. I think that's it then. All	01:59 <b>10</b>	MR. DELIA: A-17.
01:56 <b>11</b>	right. Thank you very much.	01:59 <b>11</b>	THE WITNESS: On A-17, to basically be
01:56 <b>12</b>	THE WITNESS: Thank you.	01:59 <b>12</b>	from the farthest midpoint of the new building,
01:56 <b>13</b>	MS. BORRELLI: See, I wasn't too bad,	01:59 <b>13</b>	that's 850 feet. So there's obviously an access
01:56 <b>14</b>	was I?	01:59 <b>14</b>	point from the existing building in facing the new
01:56 <b>15</b>	THE WITNESS: I'm still afraid.	01:59 <b>15</b>	building itself. You could also come out through the
01:56 <b>16</b>	[LAUGHTER]	01:59 <b>16</b>	garage. All of those would be shorter distances, so,
01:56 <b>17</b>	CHAIRWOMAN HEMBREE: Somebody just	01:59 <b>17</b>	really, the architectural plans would have all of the
01:56 <b>18</b>	dinged, who was it? Oh, okay.	01:59 <b>18</b>	access points to the building.
01:56 <b>19</b>	MS. GELLERT: Hi. Sally Gellert, 210	01:59 <b>19</b>	MS. GELLERT: Okay. So I'm wondering
01:57 <b>20</b>	Broadway.	01:59 <b>20</b>	if there are access points on the north half of the
01:57 <b>21</b>	I'm curious about the difference	01:59 <b>21</b>	building, yeah, that end, and, yeah, are they going
01:57 <b>22</b>	between residential traffic and commercial traffic.	01:59 <b>22</b>	to walk through our property basically?
01:57 <b>23</b>	You're giving us information on peak hours, which are	01:59 <b>23</b>	THE WITNESS: Well, the access, the
01:57 <b>24</b>	based on commuting hours, obviously, but isn't peak	01:59 <b>24</b>	existing staircase on the north side of the building,
01:57 <b>25</b>	residential like Saturday shopping traffic and all	01:59 <b>25</b>	that staircase goes to the east, to the parking lot,
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	98		100
01:57 <b>1</b>	98 that kind of stuff?	02:00 <b>1</b>	100 and there's a significant grade.
01:57 <b>1</b> 01:57 <b>2</b>		02:00 <b>1</b> 02:00 <b>2</b>	
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1       MR. FRTZ: So, my question was, of the       C201       C201       C201       C201       MR. FRTZ: (CAN). Could we get the         C201       2       complete torlift that the office building is       C201			T	
1201         2         Complete Laffic that the office building is         1203         2         MR_RTI2: loky, could we get the           1201         4         you picked out to compare? Like is it.80 percent,         1203         3         difference, beaw cons, sow can see the actual           1201         6         or, i mean, lets say haf and haf, AN and PM peak         1204         4         difference, beaw cons, sow can see the actual           1201         7         THE WITNESS: I would say that the AM         0204         7         of a difference, but I think actually           1202         1         THE WITNESS: Ingeneral of any indir         0204         7         of a difference, but I think actually           1202         1         THE WITNESS: Ingeneral of any indir         0204         1         mith bapers in the peak hour.         0204         1         0204         1         ITHE WITNESS: It's just not shown on           0202         10         THE WITNESS: No         0204         1         1         0204         1         MR. FRIT2: Okay, but I would like to           0202         10         MR. FRIT2: Okay, but I would like to         0204         1         MR. FRIT2: Okay, but I would like to         0204         1         MR. FRIT2: Okay, but I would like to         0204         1         1		101		103
1201       3       generating, how much percent is that peak hour that       2023       3       office line also in here, so we can so the actual         1201       4       upicked out to compare? Like is if 80 percent, is and the percence between the office and the residential         1201       5       or, I mean, let's say half and half, AM and PM peak       2004       4       difference between the office and the residential         1201       7       THE WTNESS: I would say that the AM       2004       8       MR. FRIT2: Form the picture, it looks         1202       10       MR. FRIT2: Of the office and picture, it looks       2004       8       MR. FRIT2: Form the picture, it looks         1202       10       THE WTNESS: incluster of any land       2004       10       THE WTNESS: incluster office and picture, it looks         1202       11       THE WTNESS: incluster office and form any land       2004       11       and bapers in the position the position the position the work and the picture, it looks       2004       11       the board.         1202       14       MR. FRIT2: Not, but is would like to adifference, between and the picture in the work and the picture				
1201       4       you picked out to compare? Like is it 80 percent,       2024       4       difference between the office and the residential         1201       5       or, I mean, let's say half and half, AM and PM peak       2024       5       use?         1201       6       num?       7       THE WITNESS: I would say that the AM       2024       5       use?         1201       7       THE WITNESS: I mound fails traffic.       2024       6       THE WITNESS: I would say that the AM         1202       1       THE WITNESS: I moneral of any indination would have the overall daily traffic.       2024       1       THE WITNESS: I would say that the AM         1202       1       Imman, let's and to I to I S percent       2024       1       Gradificence.       2024       1       THE WITNESS: I would have the overall daily traffic.         1202       1       THE WITNESS: No, there really wouldn't would like to       2024       1       ME. RUTZ: Okay, but I would like to       2024       1       ME. RUTZ: Okay, but I would like to       2024       1       ME. RUTZ: Way.       2024       1       2024       1       2024 </th <th>_</th> <th></th> <th></th> <th></th>	_			
1201       6       or, Imean, let's say half and half, AM and PM peak.       1201       6       0       2021       6       hour?         1201       7       THE WITNESS: I would say that the AM       0       0       a difference, but I think actually         1202       9       percent of the overall daily traffic.       0       0       0       a difference, but I think actually         1202       1       THE WITNESS: I nemed any traffic.       0				
u221       6       http://www.yww.uck.exp.org/linear and the second procession of the source				difference between the office and the residential
1201       7       THE WITNESS: I would say that the AM       1024       7       of a difference, but I think actually         1202       9       percent of the overal daily traffic.       10       MR, FRITZ: From the picture, it looks         1202       10       THE WITNESS: Ingenated any land       10       11	02:01 <b>5</b>	or, I mean, let's say half and half, AM and PM peak		use?
1201       8       or PM peak hour expresents anywhere from 10 to 15       20.4       8       MR. FRITZ: Form the picture, it looks         202       1       THE WITNESS: In general of any land       20.4       9       like much of a difference.         202       1       THE WITNESS: In general of any land       20.4       10       THE WITNESS: Actually I think the         202       1       There any ingeneral it's about 10 to 15 percent       20.4       10       THE WITNESS: I's just not shown on         202       1       THE WITNESS: No, there really wouldn't       20.4       16       THE WITNESS: I's just not shown on         202       16       THE WITNESS: No, there really wouldn't       20.4       16       THE WITNESS: I's just not shown on         202       20       see the complete data and the percentage.       20.4       16       THE WITNESS: You really have to go         202       22       question, please? He started to answer the question       20.4       21       THE WITNESS: You really have to go         202       23       and he gor interrupted.       20.4       24       THE WITNESS: You, cally have to go         202       24       THE WITNESS: You really have to go       20.4       24       THE WITNESS: You, that's basically it.         202       1	02:01 <b>6</b>	hour?	02:04 <b>6</b>	THE WITNESS: There's really not much
202       9       percent of the overail dially traffic.       20.4       9       like much of a difference.         202       10       THE WITNESS: In general of any land       20.4       10       THE WITNESS: Actually I think the         202       12       use. I mean, in general it's about 10 to 15 percent       20.4       12       office component on it, but I could provide that to         202       14       MR. FRITZ: Not and compared to the       20.4       14       MR. FRITZ: IS us to the shown on         202       21       multifamily, was there a difference?       20.4       14       MR. FRITZ: Use to be able to compare         202       19       MR. FRITZ: Okay, but would like to       20.4       14       the business and the residential.         202       20       see the complete data and the percentage.       20.4       14       the with residential.         202       22       question, please? He started to answer the question       20.4       21       THE WITNESS: So you see (indicating.)         202       24       THE WITNESS: You really have to go       20.4       24       have toals?         202       24       THE WITNESS: You really have to go       20.4       24       here too?         202       24       THE WITNESS: You really have to go	02:01 <b>7</b>	THE WITNESS: I would say that the AM	02:04 <b>7</b>	
10     MR, FRITZ: Of the office building?     120:4 10     THE WITNESS: Actually 1 think the difference?       120:2 11     use. I mean, in general it's about 10 is 15 percent     office component on it, but 1 could provide that to 20:0 12       120:2 15     mUltfamily, was there a difference?     20:0 11     the board.       120:2 16     method inference, because, again, it's the peak hour.     20:0 14     MR. FRITZ: Okay.       120:2 17     be a difference, because, again, it's the peak hour.     20:0 14     MR. FRITZ: Okay.       120:2 18     of the multfamily. So     20:0 18     the business and the residential.       120:2 19     MR. FRITZ: Okay, but I would like to 20:0 18     20:0 18     the business and the residential.       120:2 20     gestion, please? He started to answer the question     20:1 12     THE WITNESS: Yes.     20:2 12       120:2 21     mR. FRITZ: Yes. I'm glad you provided     20:2 12     THE WITNESS: Yes.     20:2 12       120:2 1     MR. FRITZ: Yes. I'm glad you provided     20:0 14     THE WITNESS: No.     20:0 14       120:2 2     tata shoppening during the course of a day.     20:0 41     THE WITNESS: No.     20:0 41       120:2 1     MR. FRITZ: Yes. I'm glad you provided     20:0 41     20:0 41     20:0 41       120:2 2     tata verview.     20:0 41     20:0 41     20:0 41     20:0 41		,	02:04 <b>8</b>	MR. FRITZ: From the picture, it looks
u22 11       THE WITNESS: In general of any land       02.41       graphics that the board has may actually have the         022 12       use. I mean, in general it's about 10 to 15 percent       02.41       graphics that the board has may actually have the         022 13       it'' that happens in the peak hour,       02.41       graphics that the board has may actually have the         022 14       MR. FRITZ: And compared to the       02.41       MR. FRITZ: Vokay,       02.41         022 15       it'''''''''''''''''''''''''''''''''''		percent of the overall daily traffic.	02:04 <b>9</b>	like much of a difference.
u22 12       use. I mean, in general it's about 10 to 15 percent       u22 41       office component on it, but I could provide that to         u22 13       that happers in the peak hour.       u22 41       uttifamily, was there a difference?       u22 41       use to tabs?         u22 14       office multifamily, was there a difference?       u22 41       use to tabs?       u22 41       use to tabs?         u22 15       be a difference, because, again, it's the peak hour       u22 41       use to tabs?       u22 41       use to tabs?         u22 21       mR. FRIT2: Oks, but I would like to u2       use to tabs?       use to tabs?       u22 42       here too?       use to tabs?         u22 22       and he got interrupted.       use to tabs?       use to tabs?       use to tabs?       use to tabs?         u22 24       THE WTINESS: You really have to go       use to tabs?       use to tabs?       use to tabs?         u22 24       THE WTINESS: You come of the day.       use to tabs?       use to tabs?       use to tabs?       use to tabs? </th <th>02:02 <b>10</b></th> <th>MR. FRITZ: Of the office building?</th> <th>02:04 <b>10</b></th> <th>THE WITNESS: Actually I think the</th>	02:02 <b>10</b>	MR. FRITZ: Of the office building?	02:04 <b>10</b>	THE WITNESS: Actually I think the
92:22 13       that happens in the peak hour.       92:04 13       the board.         92:22 14       MR, FRITZ: And compared to the       92:04 13       the board.         92:22 15       The KITZ: And compared to the       92:04 13       the board.         92:22 16       The WITNESS: No, there really wouldn't       92:04 14       MR, FRITZ: Ust to be able to compare         92:22 19       MR, FRITZ: Okay, but I would like to       92:04 13       the business and the residential.         92:22 21       MR, DELLA: May he finish answering the       92:04 13       the business and the residential.         92:22 24       THE WITNESS: You really have to go       92:04 24       THE WITNESS: So you see (indicating.)         92:22 25       back to what happens over the course of the day.       92:04 24       THE WITNESS: So id dees generate traffic         92:22 25       back to what happens over the course of the day.       102:04 24       THE WITNESS: I could provided         92:22 24       THE WITNESS: And similar to what       92:04 24       THE WITNESS: I could provide the         92:22 25       back to what happens with any development in terms of       10:20:41       So you have totals, you don't have the         92:22 24       THE WITNESS: And similar to what       10:20:41       So you have totals, you don't have the         92:24       THE WITNESS	02:02 <b>11</b>	THE WITNESS: In general of any land	02:04 <b>11</b>	graphics that the board has may actually have the
u202     14     MR. FRITZ: And compared to the     0204     14     MR. FRITZ: Okay.       u202     15     multifamily, was there a difference, because, again, it's the peak hour     0204     15     THE WITNESS: It's just not shown on       u202     16     of the multifamily, was there a difference, because, again, it's the peak hour     0204     17     MR. FRITZ: Ust to be able to compare       u202     10     MR. FRITZ: Cokay, but I would like to     0204     17     MR. FRITZ: Ust to be able to compare       u202     10     MR. FRITZ: Okay, but I would like to     0204     10     Could we maybe get totals too? Do you       u202     21     MR. FRITZ: Okay, but I would like to     0204     14     MR. FRITZ: So it does generate traffic       u202     22     question, please? He started to answer the question     0204     23     here too?       u202     25     back to what happens over the course of the day.     0204     24     THE WITNESS: I van, that's babscally it.       u202     1     MR. FRITZ: Okay, that's babscally it.     LAURA A. CARUCCI, C.S.R., R.P.R., LLC.     201-641-1812       u203     2     10     NR. FRITZ: Okay, that's babscally it.     104       u204     4     actual data to the board, and then you should be able     104       u202     1     MR. FRITZ: Okay, that's babscally	02:02 <b>12</b>	use. I mean, in general it's about 10 to 15 percent	02:04 <b>12</b>	office component on it, but I could provide that to
02:02       15       multifamily, was there a difference?       02:04       15       THE WITNESS: It's just not shown on         02:02       16       THE WITNESS: No, there really wouldn't       02:04       16       this graph.         02:02       16       of the multifamily. So -       02:04       16       this graph.         02:02       18       MR. FRITZ: Okay, but I would like to       02:04       17       MR. FRITZ: So it does generate traffic         02:02       23       see the complete data and the percentage.       02:04       20       have totals?         02:02       23       and he got interrupted.       02:04       22       MR. FRITZ: So it does generate traffic         02:02       24       THE WITNESS: You really have to go       02:04       22       MR. FRITZ: Voav, that's basically it.         02:02       24       THE WITNESS: Yes. I'm glad you provided       02:04       1       So you have totals, you don't have the         02:02       1       MR. FRITZ: Yes. I'm glad you provided       02:04       1       So you have totals, you don't have the         02:02       1       MR. FRITZ: Yes. I'm glad you provided       02:04       1       10:4         02:02       1       MR. FRITZ: Yes. I'm glad you provided       02:04       1	02:02 <b>13</b>	that happens in the peak hour.	02:04 <b>13</b>	the board.
u222 16     THE WITNESS: No, there really wouldn't     0204 16     this graph.       0222 17     be a difference, because, again, it's the paek hour     0204 17     MR. FRITZ: Just to be able to compare       0222 19     MR. FRITZ: Okay, but I would like to     0204 18     the useless and the residential.       0222 20     uestion, please? He started to answer the question     0204 22     MR. FRITZ: So it does generate traffic       0220 21     uestion, please? He started to answer the question     0204 22     MR. FRITZ: So it does generate traffic       0220 22     uestion, please? He started to answer the question     0204 22     MR. FRITZ: So it does generate traffic       0202 25     back to what happens over the course of the day.     0204 23     HTE WITNESS: Yes.     0204 24       0202 1     MR. FRITZ: Yes. I'm glad you provided     0204 1     So you have totals, you don't have the       0202 2     that overview.     0204     1     So you have totals, you don't have the       0202 3     THE WITNESS: And similar to what     0204 1     So you have totals, you don't have the       0202 4     that overview.     0204 1     So you have totals, you don't have the       0203 5     that overview.     0204 1     So you have totals, you don't have the       0203 6     that overview.     0204 1     So you have totals, you don't have the       0203 10	02:02 <b>14</b>	MR. FRITZ: And compared to the	02:04 <b>14</b>	MR. FRITZ: Okay.
92:22 17       be a difference, because, again, it's the peak hour       02:04 17       MR. FRITZ: Just to be able to compare         02:22 18       of the multifamily. So       02:04 18       Could ve maybe get totals too? Do you         02:22 20       see the complete data and the percentage.       02:04 19       Could ve maybe get totals too? Do you         02:22 22       question, please? He started to answer the question       02:04 21       THE WITNESS: So you see (indicating.)         02:22 23       and he got interrupted.       02:04 22       MR. FRITZ: So it does generate traffic         02:22 24       back to what happens over the course of the day.       02:04 22       THE WITNESS: So you see (indicating.)         02:22 25       back to what happens over the course of the day.       02:04 22       THE WITNESS: Yes.         02:22 1       MR. FRITZ: Yes. I'm glad you provided       02:04 21       So you have totals, you don't have the         02:22 3       THE WITNESS: And similar to what       02:04 1       So you have totals, you don't have the         02:22 4       that overview.       02:04 1       So you have totals, you don't have the         02:23 5       THE WITNESS: And similar to what       02:05 6       MR. FRITZ: Okay. One more question I         02:24 6       that bappening during the course of a day.       02:05 7       Take is, we have the possibiity that	02:02 <b>15</b>	multifamily, was there a difference?	02:04 <b>15</b>	THE WITNESS: It's just not shown on
02:02 18       of the multifamily. So       02:04 18       the business and the residential.         02:02 29       MR, FRITZ: Okay, but I would like to       02:04 18       Could we maybe get totals too? Do you         02:02 21       MR, DELLA: May he finish answering the       02:04 18       THE WITNESS: So you see (indicating.)         02:02 22       uestion, please? He stated to answer the question       02:04 22       MR, FRITZ: So it does generate traffic         02:02 24       THE WITNESS: You really have to go       02:04 22       MR, FRITZ: Okay, that's basically it.         02:02 25       back to what happens over the course of the day.       102       20:04 18       THE WITNESS: Yes.         02:02 1       MR, FRITZ: Ves. I'm glad you provided       102       20:04 1       So you have totals, you don't have the         02:02 2       that overview.       102       20:04 1       So you have totals, you don't have the         02:02 3       THE WITNESS: And similar to what       10:24       20:04 1       10:24       20:04 1         02:03 6       what's happening during the course of a day.       20:04 1       20:04 1       10:24       4       20:04 1       10:24         02:03 10       it's not as high, but it could be very close. The       10:25       6       MR. FRITZ: Okay, one more question I       10:25       10:25	02:02 <b>16</b>	THE WITNESS: No, there really wouldn't	02:04 <b>16</b>	this graph.
Q20219M. FRITZ: Okay, but I would like to Q202Could we maybe get totals too? Do you Q204Q20221MR. FRITZ: Okay, but I would like to Q202Q20MR. FRITZ: So it does generate traffic Q202Q202Q21THE WITNESS: You really have to go Q202Q24THE WITNESS: You Q202Q24Q202Zback to what happens over the course of the day. LAURA A. CARUCCI, C.S.R., R.P.R., L.C. 2014Q204ZQ202MR. FRITZ: Yes. I'm glad you provided Q202THE WITNESS: I could provide the Q202So you have totals, you don't have the Q204Q202THE WITNESS: And similar to what Q202So you have totals, you don't have the Q204Q204So you have totals, you don't have the Q204Q202that overview.THE WITNESS: I could provide the Q204Q204So you have totals, you don't have the Q204Q202that shappening during the course of a day.Q204So you have totals, you don't have the Q204Q203The peak hour, whether it be AM or PM, Q203The peak hour, whether it be AM or PM, Q203The peak hour, whether it be AM or PM, Q203Q203To the volume on the roadway, the peak hour in the AM Q203THE witTNESS: No.Q203I the solut and of the size. The hour before that, Q203Q205THE WITNESS: No.Q203I the solut and of the size. The hour before that, Q203Q205THE WITNESS: No.Q203I the highest, but the ould be very close. The Q203THE witTNESS: No.Q203I the highest, but the ould bevery close. The Q203 <th>02:02 <b>17</b></th> <th>be a difference, because, again, it's the peak hour</th> <th>02:04 <b>17</b></th> <th>MR. FRITZ: Just to be able to compare</th>	02:02 <b>17</b>	be a difference, because, again, it's the peak hour	02:04 <b>17</b>	MR. FRITZ: Just to be able to compare
02:02       20       see the complete data and the percentage.       02:04       20       have totals?         02:02       21       MR. DELLA: May he finish answering the       02:04       22       MR. FRITZ: So it does generate traffic         02:02       23       and he got interrupted.       02:04       22       MR. FRITZ: So it does generate traffic         02:02       25       back to what happens over the course of the day.       02:04       24       MR. FRITZ: Okay, that's basically it.         02:02       2       that overview.       02:04       24       MR. FRITZ: Okay, that's basically it.         02:02       2       that overview.       02:04       2       02:04       2         02:02       1       MR. FRITZ: Yes. I'm glad you provided       02:04       1       So you have totals?       02:04       1         02:02       2       that overview.       02:04       1       So you have totals?       104       02:04       3       THE WITNESS: I could provide the       02:04       1       104       02:04       3       104       02:04       3       104       02:04       3       104       02:04       3       104       02:04       1       02:04       1       02:04       1       02:04	02:02 <b>18</b>	of the multifamily. So	02:04 <b>18</b>	the business and the residential.
02:02       21       MR, DELLA: May he finish answering the 02:02       02:04       21       THE WITNESS: So you see (indicating.) 02:04       02:04       22       MR. RTIZ: So it does generate traffic 02:04       02:04       22       MR. RTIZ: So it does generate traffic 02:04       02:04       23       here too?         02:02       25       back to what happens over the course of the day. LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812       02:04       24       THE WITNESS: Yes.         02:02       1       MR. FRITZ: Yes. I'm glad you provided       02:04       10       02:04       20       20:44       104         02:02       24       happens on Broadway with traffic volume, the same of what's happening during the course of a day.       02:04       1       So you have totals, you don't have the 02:04       02:04       1       totals from comparing from before 100 percent?         02:03       7       The peak hour, whether it be AM or PM, 02:03       02:05       7       have is, we have the possibility that people take the 02:05       1       MR. RTIT2: No, we didn't.       02:05       7       have is, we have the possibility that people take the 02:05       1       MR. RTIT2: No, we didn't.       02:05       1       MR. TRIT2: No, we didn't.       02:05       1       MR. TRIT2: No, we didn't.       02:05       1       MR. TRIT2: No, we didn't.       02:05	02:02 <b>19</b>	MR. FRITZ: Okay, but I would like to	02:04 <b>19</b>	Could we maybe get totals too? Do you
u2202 22 guestion, please? He started to answer the question 0202 23 and he got interrupted. 0204 24 THE WITNESS: You really have to go 0204 24 back to what happens over the course of the day. LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812       0204 22 0204 24 THE WITNESS: Yes. 0204 24 MR. FRITZ: Okay, that's basically it. LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812         102 0202 1 that overview. 0202 2 that overview. 0202 2 that overview. 0202 2 that overview. 0203 3 THE WITNESS: And similar to what 0204 2 that overview. 0204 3 THE WITNESS: I could provide the 0204 4 thing really happens with traffic volume, the same 0202 5 thing really happens with any development in terms of 0202 6 what's happening during the course of a day. 0203 10 tit's not as high, but it could be very close. The 0203 10 tit's not as high, but it could be very close. The 0203 11 peak hour the hour after, and you could see just 0203 10 the volume on the roadway, the peak hour in the AM 0203 11 peak hour the hour after, and you could see just 0203 11 to un either side you would have the peak hour 0205 11 the with sink highest, but the one hour before, it is still 0203 14 pretty high. The hour after it is still 0203 15 the view similar where you would have the peak hour 0205 16 but on either side you would have the peak hour 0205 11 MR. COUTO: I have some questions 0205 11 MR. DERNICH: Pete Benich, 15 0205 12 Oh, you're on it. Okay. 0205 13 MR. BERNICH: Pete Benich, 15 0205 14 on the volume on the roadway, the peak hour 0205 15 MR. BERNICH: Pete Benich, 15 0205 10 Oh, you're on it. Okay. 0205 12 Oh, you're on it. Okay. 0205 24 When you indicated the width of this 0205 24 Withen you indicated the width of this 0205 24 Oh, you're on it. Okay. 0205 24 With you you don't mind. Sorry. 0205 24 With you you on indicated the width of this 0205 24 With you you you indicated the width of this 0205 24 Withe Yumy you indicated the width of this 0205 24 With you	02:02 <b>20</b>	see the complete data and the percentage.	02:04 <b>20</b>	have totals?
02:02       23       and he got interrupted.       02:04       23       here too?         02:02       24       THE WITNESS: You really have to go       02:04       24       ME FRITZ: Okay, that's basically it.         02:02       25       back to what happens over the course of the day.       02:04       24       MR. FRITZ: Okay, that's basically it.         02:02       1       MR. FRITZ: Yes. I'm glad you provided       02:04       1       So you have totals, you don't have the         02:02       2       that overview.       02:04       1       So you have totals, you don't have the         02:02       2       that overview.       02:04       1       So you have totals, you don't have the         02:02       3       THE WITNESS: And similar to what       02:04       4       actual data to the board, and then you should be able         02:02       5       thing really happens with any development in terms of       6       02:04       5       to get that from the board, and then you should be able         02:03       8       represents the highest number of vehicles that are       02:05       6       MR. FRITZ: No.       02:05       8       train instead of the car. Did we deduct any train         02:03       1       peak hour, '- the hour after, and you could see just       02:05	02:02 <b>21</b>	MR. DELIA: May he finish answering the	02:04 <b>21</b>	THE WITNESS: So you see (indicating.)
02:02       24       THE WITNESS: You really have to go         02:02       25       back to what happens over the course of the day.       02:04       24       THE WITNESS: Yes.         02:02       25       back to what happens over the course of the day.       02:04       24       MR. FRITZ: Okay, that's basically it.         02:02       21       MR. FRITZ: Yes. I'm glad you provided       02:04       24       So you have totals, you don't have the         02:02       2       that overview.       104       02:04       24       totals from comparing from before 100 percent?         02:02       2       that overview.       02:04       4       actual data to the board, and then you should be able         02:02       5       thig really happens with any development in terms of       02:04       4       actual data to the board, and then you should be able         02:03       7       The peak hour, whether it be AM or PM,       02:05       6       MR. FRITZ: Okay. One more question I         02:03       1       i's not as high, but it could be very close. The       02:05       1       have is, we have the possibility that people take the         02:03       1       peak hour - the hour after, it is still       02:05       1       MR. FRITZ: Okay. One more question I         02:03       1	02:02 <b>22</b>	question, please? He started to answer the question	02:04 <b>22</b>	MR. FRITZ: So it does generate traffic
02:02       25       back to what happens over the course of the day. LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812       02:04       25       MR. FRITZ: Okay, that's basically it. LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812         102       102       104         02:02       2       that overview.       104         02:02       2       that overview.       104         02:02       2       that overview.       104         02:02       3       THE WITNESS: And similar to what       02:04       2         02:02       4       happens on Broadway with traffic volume, the same       02:04       3       THE WITNESS: I could provide the         02:02       6       what's happening during the course of a day.       02:05       6       MR. FRITZ: Okay. One more question I         02:03       7       The peak hour, whether it be AM or PM,       02:05       6       MR. FRITZ: Okay. One more question I         02:03       9       coming in and out of the site. The hour before that,       02:05       7       have is we have the possibility that people take the         02:03       11       peak hour the hour after, is still       02:05       1       MR. COUTO: I have some questions         02:03       11       peak hour the hour after, is still       02:05 <td< th=""><th>02:02 <b>23</b></th><th>and he got interrupted.</th><th>02:04 <b>23</b></th><th>here too?</th></td<>	02:02 <b>23</b>	and he got interrupted.	02:04 <b>23</b>	here too?
LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812         LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812           102         102         102         104           02:02         1         MR. FRITZ: Yes. I'm glad you provided         02:04         1         So you have totals, you don't have the           02:02         2         that overview.         02:04         2         totals from comparing from before 100 percent?           02:02         4         happens on Broadway with traffic volume, the same         02:04         3         THE WITNESS: I could provide the           02:02         6         what's happens with any development in terms of         02:04         4         actual data to the board, and then you should be able           02:03         7         The peak hour, whether it be AM or PM,         02:05         6         MR. FRITZ: Okay. One more question I           02:03         9         coming in and out of the site. The hour before that,         02:05         10         trafin instead of the car. Did we deduct any train           02:03         11         peak hour the hour after, it is still         02:05         11         MR. FRITZ: No, we didn't.           02:03         13         is the highest, but the one hour before, it is still         02:05         11         MR. COUTO: I have some questions           0	02:02 <b>24</b>	THE WITNESS: You really have to go	02:04 <b>24</b>	THE WITNESS: Yes.
201-641-1812         201-641-1812           102         102         104           02:02         1         MR. FRITZ: Yes. I'm glad you provided         02:04         1         So you have totals, you don't have the           02:02         2         that overview.         02:04         1         So you have totals, you don't have the           02:02         3         THE WITNESS: And similar to what         02:04         2         totals from comparing from before 100 percent?           02:02         4         happens on Broadway with traffic volume, the same         02:04         4         actual data to the board, and then you should be able           02:02         5         thing really happens with any development in terms of         02:05         7         have is, we have the possibility that people take the           02:03         8         represents the highest number of vehicles that are         02:05         7         have is, we have the possibility that people take the           02:03         11         peak hour the hour after, and you could see just         02:05         10         THE WITNESS: No.           02:03         11         peak hour the hour after, and you could see just         02:05         11         MR. FRITZ: No, we didn't.           02:03         14         pretty high. The hour after it is still pr	02:02 <b>25</b>	back to what happens over the course of the day.	02:04 <b>25</b>	MR. FRITZ: Okay, that's basically it.
102       102       102       104         0202       1       MR. FRITZ: Yes. I'm glad you provided       0204       1       So you have totals, you don't have the         0202       2       that overview.       0204       1       So you have totals, you don't have the         0202       3       THE WITNESS: And similar to what       0204       2       totals from comparing from before 100 percent?         0202       4       happens on Broadway with traffic volume, the same       0204       4       actual data to the board.         0202       5       thing really happens with any development in terms of       0206       6       MR. FRITZ: No, wo should be able         0203       8       represents the highest number of vehicles that are       0205       6       MR. FRITZ: No, we didn't.         0203       10       it's not as high, but it could be very close. The       0205       9       traffic from the         0203       11       peak hour - the hour after, and you could see just       0205       1       MR. FRITZ: No, we didn't.         0203       11       tis stell highest, but the one hour before, it is still       0205       1       MR. COUTO: I have some questions         0203       11       the the development.       0205       16       MR. ERITZ:		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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	105		107
02:06 <b>1</b>	existing condition.	02:07 <b>1</b>	come in here, and then it would have to back into
02:06 2	MR. BERNICH: Thank you.	02:07 2	this area, which is the area in front of the
02:06 <b>3</b>	CHAIRWOMAN HEMBREE: Madam.	02:07 <b>3</b>	dumpster, to then head back out.
02:06 <b>4</b>	MR. PRINCIOTTO: Wait, someone else has	02:07 <b>4</b>	MS. JEFFAS: Okay. And there's no
02:06 5	a question, Mr. Couto.	02:07 <b>5</b>	parking along this driveway at all, right?
02:06 <b>6</b>	Step forward, ma'am. Thank you.	02:07 <b>6</b>	THE WITNESS: Right now there is, but
02:06 7	MR. JEFFAS: Laura Jeffas, 39 Kenwood	02:07 <b>7</b>	in the future, no.
02:06 <b>8</b>	Drive, Woodcliff Lake.	02:07 <b>8</b>	MS. JEFFAS: No.
02:06 <b>9</b>	I just have a question about the fire,	02:07 <b>9</b>	All right. Thank you.
02:06 <b>10</b>	and I know you're not the fire expert.	02:07 <b>10</b>	MR. NEWMAN: Anybody else who hasn't
02:06 <b>11</b>	THE WITNESS: You want to look at this	02:07 <b>11</b>	gone?
02:06 <b>12</b>	or you want to look at that?	02:08 <b>12</b>	MR. COUTO: A couple of quick
02:06 <b>13</b>	MS. JEFFAS: I don't know, let me see	02:08 <b>13</b>	questions. I mean, my question is
02:06 <b>14</b>	what the other one is and I'll tell you.	02:08 <b>14</b>	CHAIRWOMAN HEMBREE: You have time for
02:06 15	This is building #2, correct?	02:08 <b>15</b>	one.
02:06 <b>16</b>	THE WITNESS: Yes.	02:08 <b>16</b>	MR. COUTO: Very quick.
02:06 17	MS. JEFFAS: And this is just a small	02:08 17	Would it be possible to take the bushes
02:06 <b>18</b>	turnaround, we'll call it?	02:08 <b>18</b>	out and make the entrance wider? Would that be
02:06 <b>19</b>	THE WITNESS: Yes. I want to	02:08 <b>19</b>	possible as part of the project?
02:06 <b>20</b>	MS. JEFFAS: But there's only one	02:08 <b>20</b>	THE WITNESS: For the driveway itself?
02:06 <b>21</b>	access to the building, I mean, to the facility, I'll	02:08 <b>21</b>	MR. COUTO: Yes, just from a safety
02:06 <b>22</b>	call it, correct?	02:08 <b>22</b>	point of view, taking the bushes out and making it
02:06 <b>23</b>	THE WITNESS: That's right, yeah.	02:08 <b>23</b>	wider, would it be possible?
02:06 <b>24</b>	MS. JEFFAS: So there's no auxiliary,	02:08 <b>24</b>	THE WITNESS: I think on A-17, the
02:06 <b>25</b>	there's no gated area that that fire department can	02:08 <b>25</b>	insert that we're talking about, the photo on the
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	106		108
02:06 <b>1</b>	106 get through to get in here?	02:08 <b>1</b>	108 southwest portion of the building, what we talked
02:06 <b>1</b> 02:06 <b>2</b>		02:08 <b>1</b> 02:08 <b>2</b>	
_	get through to get in here? THE WITNESS: No, mainly because of the grade between Broadway and the area of the parking.	_	southwest portion of the building, what we talked about with the planner would be to take out some of this landscaping, probably back to the building, so
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	109	00.44 <b>4</b>	111
02:09 1	30 feet if it's two lanes.	02:11 <b>1</b>	MR. NEWMAN: But I think her question
02:09 2	MR. COUTO: I don't know if you're	02:11 <b>2</b> 02:11 <b>3</b>	probably relates to the traffic patterns.
02:09 <b>3</b> 02:09 <b>4</b>	aware, like I read some of the remodeling		MR. DELIA: Okay.
02:09 <b>4</b> 02:10 <b>5</b>	regulations. There is some rule if it's over or	02:11 <b>4</b> 02:11 <b>5</b>	MS. HIGGINS: Once you have that fire truck in there, I'll let the fire department discuss
02:10 <b>5</b>	under parking spots, then you have a divided entrance	02:11 <b>5</b> 02:11 <b>6</b>	
02:10 <b>8</b> 02:10 <b>7</b>	and exit. Are you aware of that rule? THE WITNESS: No.	02:11 <b>8</b> 02:11 <b>7</b>	that next month, but on any building that large, two ambulances are automatically sent and a mobile
02:10 <b>7</b> 02:10 <b>8</b>	MR. HAYES: Didn't we talk about this	02:11 <b>7</b> 02:11 <b>8</b>	intensive care unit. How will they access close to
02:10 <b>0</b> 02:10 <b>9</b>	at the last meeting?	02:11 <b>0</b> 02:11 <b>9</b>	that building?
02:10 <b>9</b>	CHAIRWOMAN HEMBREE: Yes.	02:11 <b>10</b>	THE WITNESS: I can't answer that
02:10 <b>11</b>	MR. COUTO: So that's my concern. So I	02:11 <b>11</b>	question here, it depends on where, depends on who.
02:10 12	it appears to me that they want it divided. So if	02:12 <b>12</b>	I don't think I'm not going to be able to answer
02:10 13	it's wider, then maybe we can address it.	02:12 <b>13</b>	how many pieces of equipment are going to be sent or
02:10 <b>14</b>	THE WITNESS: I think I said at that	02:12 <b>14</b>	staged. That's not my area of expertise.
02:10 <b>15</b>	time, I would not recommend having a median in the	02:12 <b>15</b>	MS. HIGGINS: I can tell you how many.
02:10 <b>16</b>	drive aisle. And if we did have a median, it would	02:12 <b>16</b>	MR. NEWMAN: Assuming for the sake of
02:10 <b>17</b>	be a mountable median where a fire truck or an	02:12 <b>17</b>	the question that it would be
02:10 <b>18</b>	ambulance would be able to drive over it.	02:12 <b>18</b>	MS. HIGGINS: It is.
02:10 <b>19</b>	CHAIRWOMAN HEMBREE: New question.	02:12 <b>19</b>	MR. NEWMAN: No, I didn't say what it
02:10 <b>20</b>	MR. COUTO: Last question or related.	02:12 <b>20</b>	would be.
02:10 <b>21</b>	Is the existing building meets ADA	02:12 <b>21</b>	MS. HIGGINS: It would be two
02:10 <b>22</b>	requirements?	02:12 <b>22</b>	ambulances and one mobile intensive care unit for any
02:10 <b>23</b>	THE WITNESS: I don't know that. The	02:12 <b>23</b>	large
02:10 <b>24</b>	architect would answer that question.	02:12 <b>24</b>	THE WITNESS: As far as I'm concerned,
02:10 <b>25</b>	MR. COUTO: Is the plan for the second	02:12 <b>25</b>	as far as circulation goes, if there is a problem at
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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02:10 <b>1</b>	building to meet those ADA requirements?	02:12 <b>1</b>	building #2, the entire site is going to be closed
02:10 <b>2</b>	building to meet those ADA requirements? THE WITNESS: Again, back to the	02:12 <b>2</b>	building #2, the entire site is going to be closed down, no other vehicles are going to be coming on and
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02:10       2         02:10       3         02:10       4         02:10       5         02:10       6         02:10       7         02:10       8         02:11       9         02:11       11         02:11       12	building to meet those ADA requirements? THE WITNESS: Again, back to the architect for that. MR. COUTO: Thank you very much. MR. NEWMAN: I would suspect if they were going to build a brand new building, it would have to be ADA compliant, because without that, a C of O is difficult. CHAIRWOMAN HEMBREE: Motion to close? MS. EFFRON-MALLEY: Motion to close to the public. MR. NEWMAN: Motion to close to the	02:12       2         02:12       3         02:12       4         02:12       5         02:12       6         02:12       7         02:12       8         02:12       9         02:12       10         02:13       11         02:13       12	<pre>building #2, the entire site is going to be closed down, no other vehicles are going to be coming on and off the site. There's going to be a piece of yellow tape up at the driveway, and the vehicles would be staged in the drive aisles, and the other emergency vehicles would be able to get around them.</pre>
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02:10       2         02:10       3         02:10       5         02:10       6         02:10       7         02:10       8         02:11       9         02:11       10         02:11       11         02:11       12         02:11       13         02:11       15         02:11       16         02:11       17         02:11       18         02:11       19         02:11       21         02:11       21         02:11       21         02:11       23         02:11       24	building to meet those ADA requirements? THE WITNESS: Again, back to the architect for that. MR. COUTO: Thank you very much. MR. NEWMAN: I would suspect if they were going to build a brand new building, it would have to be ADA compliant, because without that, a C of O is difficult. CHAIRWOMAN HEMBREE: Motion to close? MS. EFFRON-MALLEY: Motion to close to the public. MR. NEWMAN: Motion to close to the public. MS. EFFRON-MALLEY: I just did. MR. NEWMAN: I withdraw the. MS. HIGGINS: Josephine Higgins, Woodcliff Lake. When you're looking at the fire maneuver there, are you cognizant CHAIRWOMAN HEMBREE: He's not the expert, Jo, the fire guy MS. HIGGINS: No, I want to talk on the ambulance, which I think I can talk on. MR. DELIA: He's not an expert in	02:12       2         02:12       3         02:12       4         02:12       5         02:12       7         02:12       7         02:12       9         02:12       10         02:13       11         02:13       12         02:13       13         02:13       14         02:13       15         02:13       16         02:13       17         02:13       18         02:13       20         02:13       21         02:13       21         02:13       21         02:13       21         02:13       21         02:13       21         02:13       22         02:13       23         02:13       24	building #2, the entire site is going to be closed down, no other vehicles are going to be coming on and off the site. There's going to be a piece of yellow tape up at the driveway, and the vehicles would be staged in the drive aisles, and the other emergency vehicles would be able to get around them. MS. HIGGINS: What's the distance between here and here? MR. PRINCIOTTO: On A-14? THE WITNESS: Yes. MS. HIGGINS: The width of the fire truck. THE WITNESS: The width of the fire truck itself, so this is probably between, the aisle itself is 24 feet. MS. HIGGINS: Okay. THE WITNESS: So you probably are at 12, maybe 11 feet. MS. HIGGINS: So you have 12 feet here to maneuver anything else? THE WITNESS: Right. MS. HIGGINS: Okay. Thank you. CHAIRWOMAN HEMBREE: Okay. MR. KRIGSMAN: Can I follow-up on that?

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02:13 <b>1</b>	MR. KRIGSMAN: Assuming there are three	02:15 <b>1</b>	Mr. Intindola talked about was looking at what the
02:13 <b>2</b>	extra units, smaller than fire trucks, would they	02:15 <b>2</b>	actual gap between vehicles
02:13 <b>3</b>	also have to back out?	02:15 <b>3</b>	MR. FRITZ: Yeah, I know.
02:13 <b>4</b>	THE WITNESS: They might be able to	02:15 <b>4</b>	THE WITNESS: is.
02:13 <b>5</b>	K-turn in the parking lot at 24 feet. They probably	02:15 <b>5</b>	MR. FRITZ: But if the cars were
02:13 <b>6</b>	would do that or they would go to the other side of	02:15 <b>6</b>	standing, it looks like a huge gap.
02:13 <b>7</b>	the site to make that K-turn.	02:15 <b>7</b>	THE WITNESS: I can't answer your
02:14 8	MR. KRIGSMAN: So their job is to get	02:15 8	question then. You're not allowing me to answer your
02:14 9	somebody to the hospital as quick as possible, and	02:15 9	question.
02:14 <b>10</b>	we're just sending them to the end to turn around or	02:15 10	MR. FRITZ: I'm sorry.
02:14 <b>11</b>	to back up?	02:15 11	Would we consider the train stops in
02:14 12	There should be more room for them to	02:15 12	between?
02:14 <b>13</b> 02:14 <b>14</b>	turn around in the middle to get that patient as	02:15 <b>13</b> 02:15 <b>14</b>	THE WITNESS: The train stops are incorporated in the data that we have.
02:14 <b>14</b> 02:14 <b>15</b>	quickly to the hospital.	02:15 <b>14</b> 02:15 <b>15</b>	
02:14 <b>15</b> 02:14 <b>16</b>	CHAIRWOMAN HEMBREE: You're giving your	02:15 <b>15</b> 02:15 <b>16</b>	MR. FRITZ: Okay. Thank you. CHAIRWOMAN HEMBREE: Thank you.
02:14 <b>10</b> 02:14 <b>17</b>	opinion. Ask a question. THE WITNESS: This is a standard	02:15 <b>10</b> 02:15 <b>17</b>	
02:14 <b>17</b> 02:14 <b>18</b>	MR. NEWMAN: Isn't that true?	02:15 <b>17</b> 02:15 <b>18</b>	Oh, no. MS. BORRELLI: I'm sorry. Quick
02:14 <b>10</b> 02:14 <b>19</b>	MR. KRIGSMAN: Okay. Isn't that true?	02:15 <b>10</b> 02:15 <b>19</b>	question.
02:14 <b>13</b> 02:14 <b>20</b>	THE WITNESS: We do not design a	02:15 <b>10</b>	I don't know who to ask this question
02:14 <b>20</b> 02:14 <b>21</b>	parking lot for other vehicles to make K-turns in the	02:15 <b>20</b> 02:15 <b>21</b>	to, but anyway
02:14 <b>22</b>	parking lot, that's not what we do.	02:16 <b>21</b>	THE WITNESS: It's not me.
02:14 <b>23</b>	MR. KRIGSMAN: You don't worry about	02:15 23	CHAIRWOMAN HEMBREE: Well, if you can't
02:14 <b>24</b>	emergency vehicles then?	02:15 <b>24</b>	ask him, then you can't ask the question.
02:14 <b>25</b>	THE WITNESS: I didn't say that.	02:15 25	MS. BORRELLI: I don't know if he would
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
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02:14 <b>1</b>	MR. KRIGSMAN: Isn't it true you're not	02:15 <b>1</b>	be able to answer. I'll ask him.
02:14 <b>1</b> 02:14 <b>2</b>		02:15 <b>1</b> 02:16 <b>2</b>	
02:14 <b>2</b> 02:14 <b>3</b>	MR. KRIGSMAN: Isn't it true you're not	02:16 <b>2</b> 02:16 <b>3</b>	be able to answer. I'll ask him.
02:14 <b>2</b> 02:14 <b>3</b> 02:14 <b>4</b>	MR. KRIGSMAN: Isn't it true you're not worrying about emergency? Thank you. CHAIRWOMAN HEMBREE: Thanks, Gary.	02:16 <b>2</b>	be able to answer. I'll ask him. MR. NEWMAN: Well, ask the question and he can tell you whether he can or not. MS. BORRELLI: All right.
02:14     2       02:14     3       02:14     4       02:14     5	MR. KRIGSMAN: Isn't it true you're not worrying about emergency? Thank you. CHAIRWOMAN HEMBREE: Thanks, Gary. MR. KRIGSMAN: Thank you.	02:16 <b>2</b> 02:16 <b>3</b> 02:16 <b>4</b> 02:16 <b>5</b>	be able to answer. I'll ask him. MR. NEWMAN: Well, ask the question and he can tell you whether he can or not. MS. BORRELLI: All right. It has to do with garbage pickup, and
02:14         2           02:14         3           02:14         4           02:14         5           02:14         6	MR. KRIGSMAN: Isn't it true you're not worrying about emergency? Thank you. CHAIRWOMAN HEMBREE: Thanks, Gary. MR. KRIGSMAN: Thank you. CHAIRWOMAN HEMBREE: Lawyers, they're	02:16       2         02:16       3         02:16       4         02:16       5         02:16       6	be able to answer. I'll ask him. MR. NEWMAN: Well, ask the question and he can tell you whether he can or not. MS. BORRELLI: All right. It has to do with garbage pickup, and the owners are who's picking the garbage up
02:14     2       02:14     3       02:14     4       02:14     5       02:14     6       02:14     7	MR. KRIGSMAN: Isn't it true you're not worrying about emergency? Thank you. CHAIRWOMAN HEMBREE: Thanks, Gary. MR. KRIGSMAN: Thank you. CHAIRWOMAN HEMBREE: Lawyers, they're so helpful.	02:16       2         02:16       3         02:16       4         02:16       5         02:16       6         02:16       7	be able to answer. I'll ask him. MR. NEWMAN: Well, ask the question and he can tell you whether he can or not. MS. BORRELLI: All right. It has to do with garbage pickup, and the owners are who's picking the garbage up basically? Are they contracting it out or is
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	117		119
02:16 <b>1</b>	THE WITNESS: I am not 100 percent,	02:18 <b>1</b>	get them?
02:10 <b>1</b>	sure.	02:10 <b>1</b> 02:18 <b>2</b>	-
02:10 <b>2</b>	MR. DELIA: We can stipulate to that.	02:10 <b>2</b>	
02:16 <b>4</b>	MS. BORRELLI: Thank you very much.	02:18 <b>4</b>	
02:16 <b>5</b>	I'm done.	02:18 5	5 ,
02:16 <b>6</b>	CHAIRWOMAN HEMBREE: Okay.	02:18 <b>6</b>	
02:16 <b>7</b>	MR. NEWMAN: Motion to close to the	02:18 7	
02:16 <b>8</b>	public.	02:18 8	
02:16 <b>9</b>	MS. EFFRON-MALLEY: Second.	02:18 <b>9</b>	to have to call another witness. I don't want to
02:16 <b>10</b>	CHAIRWOMAN HEMBREE: Is there a second?	02:18 10	call any more witnesses, but I expect it to be him.
02:16 <b>11</b>	MS. EFFRON-MALLEY: Second.	02:18 <b>11</b>	MR. NEWMAN: So he is your last
02:16 12	CHAIRWOMAN HEMBREE: All in favor?	02:18 12	
02:16 <b>13</b>	(Whereupon, all present members respond	02:18 13	
02:17 <b>14</b>	in the affirmative.)	02:18 14	
02:17 15	CHAIRWOMAN HEMBREE: You always have to	02:18 15	take too long, so it's April 23rd. So you will be on
02:17 <b>16</b>	keep your sense of humor.	02:18 16	the agenda. We do have to finish another
02:17 <b>17</b>	MR. DELIA: Oh, yes, at my client's	02:18 17	application, which we don't expect will take that
02:17 <b>18</b>	expense. I get it. It's a humorous situation.	02:19 18	long, and you just have the one witness as far as we
02:17 <b>19</b>	CHAIRWOMAN HEMBREE: It's something we	02:19 19	know?
02:17 <b>20</b>	have to put up with.	02:19 20	MR. DELIA: We have Lou Luglio, now who
02:17 <b>21</b>	MR. NEWMAN: Okay.	02:19 <b>21</b>	has more homework. That's the problem. We'll
02:17 22	MR. DELIA: I'm ready to call Joe	02:19 22	probably be here all night again, no question.
02:17 23	Burgis and stay the next three hours.	02:19 23	THE WITNESS: I won't be here on the
02:17 24	CHAIRWOMAN HEMBREE: Oh, thanks a lot.	02:19 24	
02:17 25	MR. DELIA: Just kidding. Humor.	02:19 25	AUDIENCE VOICE: Congratulations.
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	118		120
02:17 <b>1</b>	118 Ready to come back next month.	02:19 <b>1</b>	120 MR. DELIA: How many years?
02:17 <b>1</b> 02:17 <b>2</b>		02:19 <b>1</b> 02:19 <b>2</b>	MR. DELIA: How many years?
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02:20 <b>1</b>	advertised 7:30.	02:22 <b>1</b>	123 CHAIRWOMAN HEMBREE: All in favor?
02:20 <b>1</b> 02:20 <b>2</b>	MR. DELIA: We'll be here at seven.	02:22 <b>1</b> 02:22 <b>2</b>	
02:20 <b>2</b> 02:20 <b>3</b>	CHAIRWOMAN HEMBREE: Okay.	02.22 <b>2</b> 3	
02:20 <b>3</b>	MR. PRINCIOTTO: Before you go, I know	4	
02:20 <b>4</b> 02:20 <b>5</b>	the statement was made by Mr. Luglio in regard to the	5	
02:20 <b>6</b>	data that it would be provided, if requested. I	6	
02:20 <b>0</b>	don't know if anyone formally requested it, but here	7	
02:20 <b>8</b>	it is, okay, we request that you provide the data for	8	
02:20 <b>9</b>	your exhibit A-16.	9	
02:20 <b>10</b>	THE WITNESS: And A-16 is the ITE trip	10	
02:20 11	generation.	11	
02:20 <b>12</b>	MR. PRINCIOTTO: Yes.	12	
02:20 13	THE WITNESS: Yes.	13	
02:20 14	MR. PRINCIOTTO: Just, Richard, do you	14	
02:20 <b>15</b>	have a question about the vehicle turnaround on the	15	
02:21 <b>16</b>	north end of the parking lot?	16	
02:21 <b>17</b>	Did you address that in your testimony?	17	
02:21 <b>18</b>	THE WITNESS: A vehicle, the fire truck	18	
02:21 <b>19</b>	vehicle?	19	
02:21 <b>20</b>	MR. PRINCIOTTO: No	20	
02:21 <b>21</b>	THE WITNESS: Oh, the K-turn.	21	
02:21 <b>22</b>	MR. DELIA: You did.	22	
02:21 <b>23</b>	THE WITNESS: No, we didn't. I know	23	
02:21 <b>24</b>	what you're talking about the cutout in that	24	
02:21 <b>25</b>	northern end, right?	25	
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.		LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
	201-641-1812		201-641-1812
	122		124
02:21 <b>1</b>	MR. PREISS: If I recall the	1	
02:21 <b>2</b>	discussion, I said there was a dead-end.	2	
02:21 <b>3</b>	THE WITNESS: Yes.	4	
02:21 <b>4</b>	MR. PREISS: And that you agreed that	5	
02:21 <b>5</b>	you would stripe one space as a permanent turnaround.	6	
02:21 <b>6</b>	Is that correct?	7	Notary Public of the State of New Jersey, hereby
02:21 <b>7</b>	THE WITNESS: Or we would be able to	8	,
02:21 8	get a little bit more depth so that we could provide	9	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
02:21 9	for a K-turn turnaround, one or the other, and if it	10 11	
02:21 10	was one space, it would be one space variance.	12	statute of the State of New Jersey. I am not related to the parties
02:21 <b>11</b>	MR. PREISS: Right. So if you're just	13	•
02:21 <b>12</b> 02:21 <b>13</b>	going to restripe it, you don't have to show the	14	
02:21 <b>13</b> 02:21 <b>14</b>	plan. If you do a deeper cutout, if you could provide that to the board and to Mr. Intindola, so	15	
02:21 <b>14</b> 02:21 <b>15</b>	that he can confirm that you can make the turn.	16	
02:21 <b>15</b> 02:21 <b>16</b>	THE WITNESS: Sure. Yes.	17	
02:21 <b>10</b> 02:22 <b>17</b>	MR. PREISS: Thank you.	18 19	5
02.22 <b>17</b> 02:22 <b>18</b>	THE WITNESS: I didn't forget about	20	
02:22 <b>10</b> 02:22 <b>19</b>	that.	20	
02:22 <b>10</b>	CHAIRWOMAN HEMBREE: Okay.	22	
02:22 <b>20</b>	MR. DELIA: Thank you. Have a good		KIM O. FURBACHER, CRCR, CCR, RMR
02:22 22	night. See you next month.	23	· · ·
02:22 23	CHAIRWOMAN HEMBREE: Motion.		of New Jersey
02:22 <b>24</b>	MR. HAYES: Motion to adjourn.	24	
02:22 <b>25</b>	MR. DHAWAN: Second.	25	My Commission Expires: 7/11/19
	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.	25	LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C.
1			201-641-1812
	201-641-1812		201-041-1012

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. <b>48</b> [1] - 77:16	<b>18-foot</b> [3] - 8:19,	3	60-degree [1] - 16:20	
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