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00:02 1 CHAIRWOMAN HEMBREE: New Application -
 00:02 2 Continued, 188 Broadway, Block 2701, Lot 3, use
 00:02 3 variance to add 60 apartment units and to permit
 00:02 4 multifamily residential use, variance to raise
 00:02 5 building to three stories in height, and a variance
 00:02 6 for deficient interior parking lot landscaping.
 00:02 7 MR. DELIA: Good evening, Chairwoman
 00:02 8 Hembree, members of the board, staff and
 00:01 9 professionals. Thanks for having us back.
 00:01 10 Again, for the record, my name is James
 00:01 11 Delia from the law firm of Wells, Jaworski & Liebman,
 00:01 12 here on behalf of 188 Broadway, LLC.
 00:01 13 At our last meeting, we finished the
 00:01 14 testimony of Matthew Clark, our engineer. He had
 00:01 15 been re-called a couple of times. We called our
 00:01 16 traffic expert, Lou Luglio, and he gave quite a bit
 00:01 17 of testimony. The board asked a number of questions,
 00:01 18 and, at the end of the evening, it would have been
 00:01 19 time for the public to then ask questions; however,
 00:01 20 he had some homework from some of the board
 00:01 21 questions.
 00:01 22 What I've done in advance tonight is
 00:01 23 I've handed you a series of four documents. I'm
 00:01 24 going to bring Lou up right now, who has been sworn.
 00:01 25 I'm going to have him go through these particular
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00:01 1 documents one at a time with you, each of which
 00:01 2 addresses some of the questions and further
 00:01 3 information that was requested at our last hearing.
 00:01 4 CHAIRWOMAN HEMBREE: Okay.
 00:00 5 MR. DELIA: Oh, one other thing,
 00:00 6 because I know that somebody's been really waiting
 00:00 7 for a long time, but we also have a zoning
 00:00 8 comparison. I'll get into that with Mr. Burgis, our
 00:00 9 planning witness, after Mr. Luglio is done.
 00:00 10 We'll mark this as A-14.
 00:00 11 A-14 is going to be the turning
 00:00 12 template.
 00:00 13 (Exhibit T2, Fire Truck Movement
 00:00 14 Revised, 188 Broadway, is marked as exhibit
 00:00 15 A-14 in evidence.)
 00:00 16 **LOUIS J. LUGLIO, PE,**
 00:00 17 having been previously sworn, testifies as
 00:00 18 follows:
 00:00 19 CONTINUED DIRECT EXAMINATION
 00:00 20 BY MR. DELIA:
 00:00 21 Q. Good evening, Mr. Luglio. How are you?
 00:00 22 A. **Very good.**
 00:00 23 Q. You've just marked an exhibit. Can you
 00:00 24 tell us what it is, please?
 00:00 25 A. **So A-14 is entitled "Fire Truck**
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00:00 1 **Movement Revised, 188 Broadway." So what this is is,**
 00:00 2 **your engineer had a comment on, I guess, the**
 00:00 3 **right-hand lower portion. There's one parking space**
 00:00 4 **that's here, which is basically this parking space**
 00:00 5 **that's here.**
 00:00 6 In our previous exhibit, the turning
 00:00 7 path for the fire truck's backup movement was
 00:00 8 infringing on this parking space, so what we were
 00:00 9 able to do, and I think, as I talked about at our
 00:00 10 last meeting, we basically utilized more of the open
 00:00 11 space that's in this area that is for the dumpster
 00:01 12 but also for a fire truck or any truck, any oversized
 00:01 13 truck could actually pull in, in pulling into the
 00:01 14 site, and then backing up into that space to then go
 00:01 15 back out of the site.
 00:01 16 So it does not infringe on the parking
 00:01 17 space or the area that is going to remain as a curbed
 00:01 18 island or the new curbed island that's a part of the
 00:01 19 dumpster location.
 00:01 20 So basically this is the new area, this
 00:01 21 is the existing, and the maneuver for the fire truck
 00:01 22 coming in and then backing up to leave can be
 00:01 23 accomplished with vehicles that are parked in those
 00:01 24 spaces.
 00:01 25 And that really was the purpose of
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00:01 1 this.
 00:01 2 Q. Please continue to your next exhibit.
 00:01 3 MR. PRINCIOTTO: Just a question before
 00:01 4 you leave that exhibit. Just a question I have.
 00:01 5 Was that submitted to the fire
 00:01 6 department?
 00:02 7 THE WITNESS: This was not submitted to
 00:02 8 the fire department. This was a very minor change,
 00:02 9 and so basically it was just tracking of where the
 00:02 10 wheels were going to be in the backup maneuver, but
 00:02 11 it really doesn't change anything on the site.
 00:02 12 MR. JACOBS: Mr. Luglio, in the copy I
 00:02 13 have here, it looks like the pad is still clipping
 00:02 14 the parking space.
 00:02 15 THE WITNESS: So, the parking stall
 00:02 16 itself is kind of oversized, so the stripe itself,
 00:02 17 it's actually the solid line that's there, so I want
 00:02 18 to say that it probably does clip it for maybe half a
 00:02 19 foot, but it's an 18-foot stall.
 00:02 20 And, again, the other part, just to go
 00:02 21 back to your question, these turning templates are
 00:02 22 very conservative, we did utilize your actual fire
 00:03 23 truck, and that's in the lower left-hand corner, but
 00:03 24 they are conservative. We could probably run this so
 00:03 25 that it fits exactly, although I think, for the
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<p style="text-align: right;">9</p> <p>00:03 1 purpose of having a vehicle that's parked in the</p> <p>00:03 2 space, you could see that it would not hit that</p> <p>00:03 3 parking space or vehicle in the parking space.</p> <p>00:03 4 MS. YETEMIAN: You're talking just for</p> <p>00:03 5 down below as opposed to the one on top?</p> <p>00:03 6 THE WITNESS: Yes.</p> <p>00:03 7 So, the parking space itself ends here,</p> <p>00:03 8 so it basically ends here, and this parking space</p> <p>00:03 9 basically ends here. So for all intents and purposes</p> <p>00:03 10 of a vehicle, even a Suburban is 18-feet long, for</p> <p>00:03 11 the most part, most vehicles are shorter than that,</p> <p>00:03 12 and with respect to the wheel stops that are here, I</p> <p>00:04 13 don't believe in my professional opinion that this</p> <p>00:04 14 would be an issue with respect to the fire truck</p> <p>00:04 15 backing up, even if vehicles were parked in the</p> <p>00:04 16 spaces.</p> <p>00:04 17 MS. EFFRON-MALLEY: And if somebody had</p> <p>00:04 18 something bigger, a pickup truck or something like</p> <p>00:04 19 that?</p> <p>00:04 20 MR. HAYES: Or you had a Suburban in</p> <p>00:04 21 that space.</p> <p>00:04 22 THE WITNESS: Even a pickup truck or a</p> <p>00:04 23 Suburban, I mean a Suburban is going to be out to</p> <p>00:04 24 about 18 feet, itself. So, again, these turning</p> <p>00:04 25 templates are very conservative, so what I'm saying</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">11</p> <p>00:06 1 foot.</p> <p>00:06 2 Q. And that involves an exiting movement,</p> <p>00:06 3 correct?</p> <p>00:06 4 A. Yeah, that's the backup movement.</p> <p>00:06 5 MR. NEWMAN: Well, then it's not</p> <p>00:06 6 exiting, right?</p> <p>00:06 7 THE WITNESS: What?</p> <p>00:06 8 MR. NEWMAN: The backup movement is</p> <p>00:06 9 when it would be backing up into the --</p> <p>00:06 10 THE WITNESS: Yes.</p> <p>00:06 11 So the forward movement is coming in in</p> <p>00:06 12 this direction, which includes this line and this</p> <p>00:06 13 line, right, those are the inbound movements. And</p> <p>00:06 14 then the backup movement is that one and this one,</p> <p>00:06 15 and you could see that this is the maneuver to</p> <p>00:06 16 actually turn it to get it into there.</p> <p>00:06 17 So, again, I'd say that these turning</p> <p>00:06 18 templates are very conservative, meaning that they</p> <p>00:06 19 show that they take up more space than they actually</p> <p>00:06 20 do, and so normally when we do turning templates for</p> <p>00:07 21 something that is tight, if there is an overlap by</p> <p>00:07 22 less than 1 foot, 1 foot or less, I personally would</p> <p>00:07 23 consider that still to make it.</p> <p>00:07 24 MR. NEWMAN: So that coming in --</p> <p>00:07 25 MR. HAYES: Mr. Luglio, can you remind</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">10</p> <p>00:04 1 is that in reality, this green line that you see</p> <p>00:04 2 here, the actual turning movement would probably be</p> <p>00:04 3 something that's even shorter or smaller than that.</p> <p>00:04 4 I believe that this will definitely work.</p> <p>00:04 5 MS. EFFRON-MALLEY: Because I thought</p> <p>00:04 6 that's why you were re-drawing, just to show us that</p> <p>00:04 7 it was going to miss that?</p> <p>00:04 8 THE WITNESS: Yes. I think from the</p> <p>00:04 9 previous one that we had, you know, basically went</p> <p>00:05 10 into the parking space by a few feet.</p> <p>00:05 11 MS. EFFRON-MALLEY: Uh-huh.</p> <p>00:05 12 THE WITNESS: So we were able to move</p> <p>00:05 13 it up, so that we're up against the northern parking</p> <p>00:05 14 space to the top of the page.</p> <p>00:05 15 And the other thing that I guess we</p> <p>00:05 16 could have done, and I didn't think it was a big deal</p> <p>00:05 17 at the time, but we also could bring in the truck</p> <p>00:05 18 closer to the median itself, so that this break would</p> <p>00:05 19 happen farther out.</p> <p>00:05 20 So obviously we could rerun this and</p> <p>00:05 21 have it completely clear. I thought it was clear</p> <p>00:05 22 enough that we didn't need to do that. Again, what</p> <p>00:05 23 we're talking about here, this stripe is 18-feet</p> <p>00:05 24 long, so what we're talking about is probably even</p> <p>00:06 25 less than 1 foot, I want to say it's less than 1</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">12</p> <p>00:07 1 me whether or not the fire department previously</p> <p>00:07 2 signed off on the prior diagram?</p> <p>00:07 3 THE WITNESS: Yes, they did.</p> <p>00:07 4 MS. EFFRON-MALLEY: And were there any</p> <p>00:07 5 changes to the left-hand side of the drawing where</p> <p>00:07 6 you're taking up, I think I counted six parking</p> <p>00:07 7 spaces? It's not on that --</p> <p>00:07 8 THE WITNESS: Of the old one?</p> <p>00:07 9 MS. EFFRON-MALLEY: The old one.</p> <p>00:07 10 THE WITNESS: We didn't change that at</p> <p>00:07 11 all.</p> <p>00:07 12 MS. EFFRON-MALLEY: So basically you're</p> <p>00:07 13 prohibiting the parking on those six spots, so you're</p> <p>00:07 14 losing six spots?</p> <p>00:07 15 THE WITNESS: No.</p> <p>00:07 16 So what we were asked to do by the fire</p> <p>00:07 17 department was to show that turning template, in the</p> <p>00:07 18 event that those visitor parking spaces were not</p> <p>00:08 19 utilized. And so that's basically what we did, we</p> <p>00:08 20 went through and we said, well, if those parking</p> <p>00:08 21 spaces were not utilized and they were free -- and</p> <p>00:08 22 I'm now looking at, I don't remember what this was,</p> <p>00:08 23 did we mark that?</p> <p>00:08 24 MR. DELIA: Yes.</p> <p>00:08 25 It's the turning exhibit?</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

<p style="text-align: right;">13</p> <p>00:08 1 THE WITNESS: Yes.</p> <p>00:08 2 MR. DELIA: A-10.</p> <p>00:08 3 THE WITNESS: So, on A-10, this diagram</p> <p>00:08 4 of the fire truck turning template coming in, we were</p> <p>00:08 5 asked to utilize the visitor parking spaces that were</p> <p>00:08 6 here, which is basically six, about seven parking</p> <p>00:08 7 spaces that would be utilized or not be able to be</p> <p>00:09 8 parked in for the truck to position himself here,</p> <p>00:09 9 itself here, then make that backup maneuver and then</p> <p>00:09 10 go back out.</p> <p>00:09 11 So in the event that these parking</p> <p>00:09 12 spaces are full, we still would have the fire truck</p> <p>00:09 13 coming in and basically pulling up in any one of</p> <p>00:09 14 these locations or at least to this position here,</p> <p>00:09 15 and then it would have to be backed up to the backup</p> <p>00:09 16 plan that we were just talking about. That's not</p> <p>00:09 17 uncommon to how this operates.</p> <p>00:09 18 MS. EFFRON-MALLEY: Back up the hill</p> <p>00:09 19 there?</p> <p>00:09 20 THE WITNESS: Yeah, the backup maneuver</p> <p>00:09 21 would be backing up to the dumpster area that we have</p> <p>00:09 22 here, in the area in front of the dumpster, and then</p> <p>00:09 23 be able to go out in the forward direction.</p> <p>00:09 24 MS. EFFRON-MALLEY: And the fire</p> <p>00:09 25 department approved that?</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">15</p> <p>00:10 1 MR. DHAWAN: A standard stall is</p> <p>00:10 2 18 feet?</p> <p>00:10 3 THE WITNESS: Yes.</p> <p>00:10 4 MR. DHAWAN: The other question I have:</p> <p>00:10 5 Is that turning template you're describing -- those</p> <p>00:11 6 lines represent the outside edge of the wheel or</p> <p>00:11 7 over? You superimposed a vehicle, the truck, that</p> <p>00:11 8 rectangle throughout that entire motion. That's the</p> <p>00:11 9 footprint that it would create?</p> <p>00:11 10 THE WITNESS: That's right. Any part</p> <p>00:11 11 of the fire truck, whether it be the wheel or the</p> <p>00:11 12 overhang of the truck itself, represents this line.</p> <p>00:11 13 So, in most cases for a fire truck itself, it's the</p> <p>00:11 14 overhang.</p> <p>00:11 15 MR. DHAWAN: Right.</p> <p>00:11 16 THE WITNESS: For a passenger car, it</p> <p>00:11 17 may be the wheel, in certain places.</p> <p>00:11 18 MR. DHAWAN: Okay.</p> <p>00:11 19 THE WITNESS: But this represents,</p> <p>00:11 20 whether it's the wheel or the overhang itself, that's</p> <p>00:11 21 the turning template, that's the amount of space that</p> <p>00:11 22 it occupies.</p> <p>00:11 23 MR. DHAWAN: You have the size of this</p> <p>00:11 24 truck, right?</p> <p>00:11 25 THE WITNESS: Yes.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">14</p> <p>00:09 1 THE WITNESS: Yes.</p> <p>00:09 2 MS. EFFRON-MALLEY: Are we getting them</p> <p>00:09 3 in for our next meeting?</p> <p>00:10 4 MR. HAYES: We requested it, I think,</p> <p>00:10 5 right?</p> <p>00:10 6 MR. PRINCIOTTO: Yes, I did send an</p> <p>00:10 7 e-mail and I made a request for someone to come to</p> <p>00:10 8 the next meeting from the fire department.</p> <p>00:10 9 MS. SMITH: Did you receive a response?</p> <p>00:10 10 MR. PRINCIOTTO: I got a response from</p> <p>00:10 11 an email.</p> <p>00:10 12 MS. SMITH: I would follow-up, if you</p> <p>00:10 13 want me to, if you need me to. Sometimes it's hard</p> <p>00:10 14 to get a response.</p> <p>00:10 15 MR. PRINCIOTTO: Yes, just to remind</p> <p>00:10 16 them, but my request was that they appear at the next</p> <p>00:10 17 meeting. The response I got, not verbatim, was</p> <p>00:10 18 basically we'll look into having somebody come to the</p> <p>00:10 19 meeting.</p> <p>00:10 20 MR. DHAWAN: I got a question.</p> <p>00:10 21 You said that the 18-foot stall was</p> <p>00:10 22 kind of conservative.</p> <p>00:10 23 THE WITNESS: Not the 18-foot stall,</p> <p>00:10 24 the actual turning template of the truck is</p> <p>00:10 25 conservative.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">16</p> <p>00:11 1 MR. DHAWAN: What did you use to do</p> <p>00:12 2 this?</p> <p>00:12 3 THE WITNESS: Oh, the program? It's a</p> <p>00:12 4 software called "AutoTURN," which is also industry</p> <p>00:12 5 standard. So this is a little bit more sophisticated</p> <p>00:12 6 than just a regular static turning template where you</p> <p>00:12 7 could actually use different variables, one of which</p> <p>00:12 8 is, you can pick the path, and you can see on here</p> <p>00:12 9 this purple line -- I'm not sure if you can see it on</p> <p>00:12 10 yours.</p> <p>00:12 11 MR. DHAWAN: Yup.</p> <p>00:12 12 THE WITNESS: But this purple line</p> <p>00:12 13 represents the center of the truck coming in, and</p> <p>00:12 14 then there's the center of the truck in the backup</p> <p>00:12 15 maneuver. And so you could also pick how fast the</p> <p>00:12 16 truck is coming in, which also affects the turning</p> <p>00:12 17 radius.</p> <p>00:12 18 The slower you go, the more of the</p> <p>00:12 19 90-degree that you could make; the faster, then it's</p> <p>00:12 20 more of a 60-degree.</p> <p>00:12 21 We also can customize -- just one more</p> <p>00:12 22 point. We could also customize a vehicle, and so</p> <p>00:12 23 that's what we did for the fire truck that we were</p> <p>00:13 24 provided, information specs on the fire truck that</p> <p>00:13 25 the fire department has.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

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00:13 1 MR. HAYES: What speed did you run this
 00:13 2 program on, speed of the fire truck?
 00:13 3 THE WITNESS: 65 miles.
 00:13 4 I'm just kidding.
 00:13 5 This was run at, I believe, at 10 miles
 00:13 6 an hour coming in and five in the backup maneuver.
 00:13 7 MR. PRINCIOTTO: So if the fire trucks
 00:13 8 change, then we wouldn't know what would happen,
 00:13 9 depends on what the truck would be?
 00:13 10 THE WITNESS: I mean, this is a pretty
 00:13 11 large ladder truck, so having something that's larger
 00:13 12 than this, I'm not sure you would have something
 00:13 13 larger than that, but that is obviously a
 00:13 14 possibility, yes.
 00:13 15 MS. EFFRON-MALLEY: Can we look at the
 00:13 16 other towns around here to see if this is the biggest
 00:13 17 one around?
 00:13 18 THE WITNESS: I have not, but I would
 00:14 19 say this is one of the largest trucks as a ladder
 00:14 20 truck itself. There's smaller ladder trucks than
 00:14 21 this, but this is a pretty standard size truck.
 00:14 22 MS. EFFRON-MALLEY: But isn't that what
 00:14 23 you're going to need, if you're fighting a fire
 00:14 24 that's --
 00:14 25 THE WITNESS: Yes.

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00:14 1 MS. EFFRON-MALLEY: How do you get to
 00:14 2 the other side of the building, I haven't gotten
 00:14 3 there yet, the backside, the side that's closer to
 00:14 4 Cressfield Court?
 00:14 5 THE WITNESS: So that side, first of
 00:14 6 all, the building is sprinklered, but, secondly, they
 00:14 7 would actually utilize lines to fight that fire.
 00:14 8 They would not position a vehicle that close and in
 00:14 9 that proximity anyway.
 00:14 10 MR. DELIA: They're going to keep it
 00:14 11 out of the fall zone, correct?
 00:14 12 THE WITNESS: Yes.
 00:14 13 Depending on the height of the
 00:14 14 building, there is a collapse zone around the
 00:14 15 building that they would not place equipment in.
 00:14 16 MR. HAYES: Can I ask why you chose 10
 00:14 17 miles an hour as the speed with which to run the
 00:14 18 program?
 00:14 19 THE WITNESS: Just because we're making
 00:14 20 the 90-degree turn. The vehicle might be able to
 00:15 21 come in faster, but negotiating the turn itself would
 00:15 22 end up being anywhere from 10 to 15 miles an hour
 00:15 23 tops for the 90-degree turn.
 00:15 24 In the backup maneuver, because you're
 00:15 25 backing up and most likely --

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00:15 1 MR. HAYES: I'm less concerned with the
 00:15 2 backup maneuver than I am with the entry.
 00:15 3 So, making the 90-degree turn, so the
 00:15 4 faster the truck is moving, the more difficult --
 00:15 5 MR. NEWMAN: The wider the berth.
 00:15 6 MR. HAYES: The more difficult it
 00:15 7 becomes for the fire truck?
 00:15 8 THE WITNESS: Yes.
 00:15 9 MR. HAYES: So when you submitted this
 00:15 10 diagram, the original diagram unmodified to the fire
 00:15 11 department to have it cleared, were they aware of the
 00:15 12 speed with which you ran the program? I mean, I
 00:15 13 don't know if that would impact the decision or not,
 00:15 14 it's probably a question for them when we get them
 00:15 15 here, but if you could just let us know whether they
 00:15 16 were aware of that?
 00:16 17 THE WITNESS: I'm not sure if they were
 00:16 18 aware or not. I don't think that's something that
 00:16 19 came up during the discussion.
 00:16 20 MR. HAYES: Okay.
 00:16 21 MR. JACOBS: Mr. Luglio, can you
 00:16 22 possibly provide a graphical template of the vehicle
 00:16 23 you used, instead of just a picture, because --
 00:16 24 THE WITNESS: Sure.
 00:16 25 MR. JACOBS: -- looking at the picture,

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00:16 1 the rear of that truck has two axles, and the one you
 00:16 2 have only has one.
 00:16 3 THE WITNESS: Yes. And basically the
 00:16 4 truck itself is in the computer system as far as the
 00:16 5 wheel turn and the angle, just graphically it shows
 00:16 6 it that way.
 00:16 7 So we can actually provide to the
 00:16 8 board, the board's engineer, the turning template
 00:16 9 itself so that you could run it in AutoTURN.
 00:16 10 MR. JACOBS: Thank you.
 00:16 11 MS. EFFRON-MALLEY: Once you get one
 00:16 12 fire truck through there, can a car get through? Can
 00:16 13 we get an ambulance in there, a police car?
 00:16 14 THE WITNESS: You'd be able, I mean, if
 00:16 15 the fire truck is positioned on this side, if it was
 00:17 16 in the new building, there's certainly enough
 00:17 17 distance. Again, there's a 24-foot aisle.
 00:17 18 MS. EFFRON-MALLEY: Go back to the
 00:17 19 road, though. I'm sorry. Exhibit 12.
 00:17 20 THE WITNESS: So the fire truck is
 00:17 21 coming in on one side of the roadway. So can another
 00:17 22 vehicle, again, this is also a two-way driveway. And
 00:17 23 right now there's parking on one side that is not
 00:17 24 proposed, we just have a two-way driveway with a fire
 00:17 25 zone actually on both sides.

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<p style="text-align: right;">21</p> <p>00:17 1 So coming in, there's still a pretty</p> <p>00:17 2 wide -- the existing driveway width would remain the</p> <p>00:17 3 same.</p> <p>00:17 4 MS. EFFRON-MALLEY: So you could get an</p> <p>00:17 5 ambulance in and out? You could get some of those</p> <p>00:17 6 cars in the parking lot in and out if --</p> <p>00:17 7 THE WITNESS: Yes, as long as, you</p> <p>00:17 8 know, there's not another fire truck or another</p> <p>00:17 9 ambulance that's positioned next to it, which I</p> <p>00:17 10 doubt. It usually would be in front or it might be</p> <p>00:18 11 even positioned at this location. And, again, that's</p> <p>00:18 12 all a function of where they really need to be.</p> <p>00:18 13 CHAIRWOMAN HEMBREE: Anybody else?</p> <p>00:18 14 MS. YETEMIAN: What's the distance</p> <p>00:18 15 between the end of one parking spot, the top, and the</p> <p>00:18 16 beginning of the one at the bottom?</p> <p>00:18 17 THE WITNESS: So here to here?</p> <p>00:18 18 MS. YETEMIAN: Yes.</p> <p>00:18 19 THE WITNESS: This should be a 24-foot</p> <p>00:18 20 aisle. So there's two 12-foot lanes, which is also</p> <p>00:18 21 industry standard 12-foot lane.</p> <p>00:18 22 MS. EFFRON-MALLEY: For cars or for --</p> <p>00:18 23 the trucks put those things out, whatever they're</p> <p>00:18 24 called?</p> <p>00:18 25 THE WITNESS: So, if they have</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">23</p> <p>00:21 1 throughout the site.</p> <p>00:21 2 MR. NEWMAN: But there's no ingress or</p> <p>00:21 3 egress on the eastern portion of building B, so if</p> <p>00:21 4 there's a fire on the eastern portion of the building</p> <p>00:21 5 in the middle, where do they fight it from?</p> <p>00:21 6 THE WITNESS: Then they would actually</p> <p>00:21 7 be fighting it either from this corner or from behind</p> <p>00:21 8 the dumpster area, from here through that area.</p> <p>00:21 9 MR. DELIA: Again, Mr. Luglio is not an</p> <p>00:21 10 expert in firefighting. I know we have a chief that</p> <p>00:21 11 we want to have appear here. I think all these</p> <p>00:21 12 questions are best suited for the chief who has to</p> <p>00:21 13 fight the fire, and, I would presume, as the chief,</p> <p>00:21 14 will be marshalling which vehicles go where and fight</p> <p>00:21 15 the fire and whatever else is happening in an</p> <p>00:21 16 organized fashion.</p> <p>00:21 17 MR. NEWMAN: I agree, actually --</p> <p>00:21 18 MR. DELIA: Great.</p> <p>00:22 19 MR. NEWMAN: -- it's better suited for</p> <p>00:22 20 the fire chief.</p> <p>00:22 21 MR. DELIA: All right. May we move on</p> <p>00:22 22 to our next exhibit?</p> <p>00:22 23 CHAIRWOMAN HEMBREE: Yes.</p> <p>00:22 24 BY MR. DELIA:</p> <p>00:22 25 Q. Okay. What is our next exhibit, Lou,</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">22</p> <p>00:18 1 outriggers, then they actually may extend farther</p> <p>00:18 2 out, yes.</p> <p>00:18 3 MS. EFFRON-MALLEY: So that affects --</p> <p>00:18 4 THE WITNESS: That's another 4 to 6</p> <p>00:18 5 feet, depending on the equipment itself.</p> <p>00:18 6 MS. EFFRON-MALLEY: So then you can't</p> <p>00:18 7 get another vehicle?</p> <p>00:19 8 THE WITNESS: Even if I had, let's say</p> <p>00:19 9 I had another 4 feet, and this is probably not 12, it</p> <p>00:19 10 would be tight at that point. But, most likely, you</p> <p>00:19 11 would still have at least 8 foot. That's really all</p> <p>00:19 12 you need is 8 foot for a vehicle to get through.</p> <p>00:19 13 Even though we design for a 12-foot</p> <p>00:19 14 travel lane, most vehicles are in the area of 6 to 8</p> <p>00:19 15 feet in terms of its width, even a larger, you know,</p> <p>00:19 16 Escalade with the mirrors, it might be 9 feet, but</p> <p>00:19 17 it's probably 8 feet, but most cars are 6 feet.</p> <p>00:19 18 CHAIRWOMAN HEMBREE: Anybody else?</p> <p>00:19 19 MR. NEWMAN: Where is the hydrant?</p> <p>00:19 20 THE WITNESS: I'd have to go back to</p> <p>00:19 21 the site plans.</p> <p>00:20 22 MR. DELIA: So this is exhibit A-11.</p> <p>00:20 23 THE WITNESS: As requested on FD-1,</p> <p>00:20 24 there's a fire hydrant right at this corner, and, you</p> <p>00:21 25 know, obviously there are other fire connections</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">24</p> <p>00:22 1 and we'll mark this as A-15.</p> <p>00:22 2 (ITE Trip Generation Rates (revised),</p> <p>00:22 3 10th Edition, is marked as exhibit A-15 in</p> <p>00:22 4 evidence.)</p> <p>00:22 5 THE WITNESS: A-15 is a revised trip</p> <p>00:22 6 generation, the number of vehicles that would be</p> <p>00:22 7 generated to and from the site. It's revised in the</p> <p>00:22 8 sense of what we provided before was the AM and PM</p> <p>00:22 9 peak hours, and, so, what we're doing, what we added</p> <p>00:22 10 in as requested is what's happening on a Saturday,</p> <p>00:22 11 both Saturday for the peak hour of the Saturday,</p> <p>00:22 12 which could happen at any point during the day, and</p> <p>00:23 13 so what we normally take is what is the peak hour of</p> <p>00:23 14 the generator or what is the peak of this residential</p> <p>00:23 15 building.</p> <p>00:23 16 And so while I did not have any</p> <p>00:23 17 information for the small existing office building,</p> <p>00:23 18 but we did have information for general office</p> <p>00:23 19 building, which we are referring to and comparing</p> <p>00:23 20 against.</p> <p>00:23 21 And so Saturday was 12 in, 10 out, for</p> <p>00:23 22 a total of 22. And, again, we compare that to the</p> <p>00:23 23 residential proposed development of 16 in, 16 out,</p> <p>00:23 24 32. So we would have 10 more vehicles during that</p> <p>00:23 25 peak hour on a Saturday compared to the 32 that we</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

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00:23 1 would have for the residential compared to 22 that we
 00:23 2 would have for the existing office building.
 00:23 3 And that, again, this was something
 00:23 4 that your traffic engineer asked about in terms of
 00:24 5 Saturday with respect to residential and office, what
 00:24 6 is the difference, and so the difference is about 10
 00:24 7 for the hour.
 00:24 8 MR. PRINCOTTO: Where did you get that
 00:24 9 22 number from?
 00:24 10 THE WITNESS: So all of this is based
 00:24 11 on the Institute of Transportation Engineers Trip
 00:24 12 Generation Manual, 10th edition, again that's the
 00:24 13 previous information, and, really, from an industry
 00:24 14 standard, all of our trip estimates are based on
 00:24 15 that. This represents an average day, an average
 00:24 16 condition, so on any given day it could be slightly
 00:24 17 higher, it could be slightly lower, but it is an
 00:24 18 average.
 00:24 19 MR. PRINCOTTO: For what size
 00:24 20 building?
 00:24 21 THE WITNESS: For the office building,
 00:24 22 the existing 42,000 square feet.
 00:25 23 MR. DELIA: Any other questions on this
 00:25 24 exhibit?
 00:25 25

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00:25 1 BY MR. DELIA:
 00:25 2 Q. All right. Can we proceed to the next
 00:25 3 one.
 00:25 4 A. So the next one we're kind of sticking
 00:25 5 with --
 00:25 6 Q. Let's mark this as A-16, please.
 00:25 7 A. A-16?
 00:25 8 Q. Yes.
 00:25 9 (Broadway Traffic Volumes between Cross
 00:25 10 Street and Prospect Place is marked as exhibit
 00:25 11 A-16 in evidence.)
 00:25 12 THE WITNESS: So, this one has a lot of
 00:25 13 information and data on it.
 00:25 14 So one of the questions and sticking
 00:25 15 with traffic volumes is a few things, and I guess
 00:25 16 I'll take them one at a time.
 00:25 17 On the left-hand side of this exhibit,
 00:25 18 A-16 represents the number of vehicles, okay, number
 00:26 19 of vehicles on the left-hand side. And on the
 00:26 20 bottom, we start from 12 midnight and we run every
 00:26 21 hour until 11:00 p.m., and then obviously we run back
 00:26 22 to 12 again.
 00:26 23 BY MR. DELIA:
 00:26 24 Q. On what day?
 00:26 25 A. So for this, this was a combination of

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00:26 1 March 12th and 13th, I believe it was a Tuesday and a
 00:26 2 Wednesday. So basically you're putting a machine in
 00:26 3 place that's going to count traffic volume in each
 00:26 4 direction on Broadway, and we selected a location
 00:26 5 between Cross Street and Prospect because there was
 00:26 6 previously existing data from NJDOT, and I'll get
 00:26 7 into that in a second.
 00:26 8 Again, we have vehicles on the
 00:26 9 left-hand side, the Y access; and the X access is
 00:27 10 time. So what we're doing here is tracking how
 00:27 11 volume basically builds during the day, a temporal
 00:27 12 distribution during the day, and, No. 1, it gives us
 00:27 13 the maximum volumes that are on the roadway, but it
 00:27 14 also identifies when the peak hours are and if
 00:27 15 there's multiple peak hours.
 00:27 16 And so when we look at the middle part
 00:27 17 of this, when we look at the green and the red, these
 00:27 18 represent the northbound and the southbound. The red
 00:27 19 is northbound, the green is southbound only. And
 00:27 20 then when we look at the blue line towards the top,
 00:27 21 solid blue line, that represents the total of
 00:27 22 northbound and southbound when you group them
 00:27 23 together.
 00:27 24 So you have northbound and southbound,
 00:28 25 so you could see how they might be different or the

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00:28 1 same, and then you also have the total. And so what
 00:28 2 the total tells us is that the peak hour itself
 00:28 3 occurs between 8 and 9:00 AM. And then as you go
 00:28 4 during the day, obviously you could see that the
 00:28 5 volume of traffic goes down, then it kind of builds
 00:28 6 up again around lunchtime, and then it significantly
 00:28 7 starts even higher than the AM peak hour, about
 00:28 8 4:00 PM into 5:00 PM, and that should be not 5 to
 00:28 9 7,600, it should be 5 to 6:00 PM. 5 to 6:00 PM is
 00:28 10 the peak hour again, and then obviously it starts to
 00:28 11 decline.
 00:28 12 What we also have done is, this dashed
 00:28 13 line or dotted line that you see that's here that's
 00:28 14 kind of hugging the solid blue line, that is data
 00:28 15 that we were able to retrieve from NJDOT, and that
 00:29 16 was from 2013.
 00:29 17 So that data matches somewhat to what
 00:29 18 the data that we have. It's off, you know, in
 00:29 19 certain areas based on the volume itself.
 00:29 20 What we also identified was in the AM
 00:29 21 peak hour, the difference in terms of percentage
 00:29 22 difference between 2013 and 2019, was 2 percent in
 00:29 23 the AM peak hour, but it was more significant, 6
 00:29 24 percent in the PM peak hour. 6 percent higher than
 00:29 25 what was in the 2013 volume.

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<p style="text-align: right;">29</p> <p>00:29 1 The last part is the projected traffic</p> <p>00:29 2 we also have down at the bottom, and this really</p> <p>00:29 3 represents what we had on A-15 during the peak, the</p> <p>00:29 4 number of vehicles that would be generated and then</p> <p>00:29 5 generated throughout the day.</p> <p>00:30 6 So if the board remembers what I talked</p> <p>00:30 7 about, the number of vehicles, and let's just go back</p> <p>00:30 8 to A-15 for a second, if we look at the residential</p> <p>00:30 9 in the AM peak hour, 29, so 29 vehicles would be</p> <p>00:30 10 leaving in the peak hour, but before that, you know,</p> <p>00:30 11 it's not 0, it's something less than 29. After that</p> <p>00:30 12 hour, from 9 to 10, it's also not 0. It's something,</p> <p>00:30 13 but not as high as 29. So it's not just 29 vehicles</p> <p>00:30 14 leaving the site in the AM, there's a series of hours</p> <p>00:30 15 where people leave. It really starts at 4 or 5 in</p> <p>00:30 16 the morning, the peak would be 8 to 9, but you still</p> <p>00:30 17 have people leaving at 9 to 10, 10 to 11. You even</p> <p>00:30 18 have people during the day for a residential</p> <p>00:30 19 development that would be coming out in and out</p> <p>00:30 20 during a day itself.</p> <p>00:30 21 And so from a residential standpoint,</p> <p>00:31 22 we also have vehicles coming in and out from 2, 3 and</p> <p>00:31 23 4 for the school pickup and other after-school</p> <p>00:31 24 activities, but the PM peak hour still represents the</p> <p>00:31 25 highest from the residential development, which would</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">31</p> <p>00:32 1 of cars coming in and out.</p> <p>00:32 2 When any traffic engineer, especially</p> <p>00:32 3 the ITE, goes out and does studies, it's usually a</p> <p>00:33 4 2-hour to 3-hour block of time, so you certainly</p> <p>00:33 5 capture what the peak hour is.</p> <p>00:33 6 And normally what we do is we</p> <p>00:33 7 superimpose what the peak hour is from ITE for, let's</p> <p>00:33 8 say, this residential development, we superimpose</p> <p>00:33 9 that on top of what the peak hour is of the adjacent</p> <p>00:33 10 roadway. The adjacent roadway in this case is</p> <p>00:33 11 Broadway, and so what we would do is to say yes, the</p> <p>00:33 12 peak hour of the roadway and the peak hour of the ITE</p> <p>00:33 13 trip generation, that's really the test of how many</p> <p>00:33 14 vehicles would be added to the roadway system.</p> <p>00:33 15 So, in our case, this is something like</p> <p>00:33 16 1,100, I guess, and we're adding 37 vehicles in the</p> <p>00:33 17 PM peak hour, compared to obviously the number of</p> <p>00:33 18 vehicles that are there.</p> <p>00:33 19 And if we didn't want to look at the</p> <p>00:33 20 total, we wanted to look at it in one, either the</p> <p>00:34 21 northbound or the southbound direction, and it is, I</p> <p>00:34 22 guess, intuitive in the sense that during that peak</p> <p>00:34 23 hour in the PM, northbound and southbound are about</p> <p>00:34 24 equal. Before and after that, they're not, or one is</p> <p>00:34 25 higher in certain hours and one's lower in other</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">30</p> <p>00:31 1 be 37 vehicles in that PM peak hour.</p> <p>00:31 2 So, again, before that 5 to 6, so that</p> <p>00:31 3 4 to 5 period, it could be anywhere less, maybe in</p> <p>00:31 4 the high 20s. After that hour, it could also have a</p> <p>00:31 5 number of vehicles but not higher than 37.</p> <p>00:31 6 I really wanted to satisfy the request</p> <p>00:31 7 from your traffic engineer and maybe even your</p> <p>00:31 8 planner with respect to, you know, what are the</p> <p>00:31 9 traffic volumes that are out there today, how does</p> <p>00:32 10 that compare to traffic volumes over a certain period</p> <p>00:32 11 of time.</p> <p>00:32 12 The only data that I could gather was</p> <p>00:32 13 from 2013, but it did provide some level of knowledge</p> <p>00:32 14 that the percentage did go up across the entire day,</p> <p>00:32 15 but most significantly during the PM peak hour.</p> <p>00:32 16 Q. And the peak hours correlate between</p> <p>00:32 17 the ITE and what you actually observed in the field,</p> <p>00:32 18 correct?</p> <p>00:32 19 A. So what normally happens is, when we</p> <p>00:32 20 talk about the ITE peak hour, it's really the peak</p> <p>00:32 21 hour of all of the studies that make up that land use</p> <p>00:32 22 category that we're looking at.</p> <p>00:32 23 So for a residential development, when</p> <p>00:32 24 we talk about the peak hour, it is the peak hour of</p> <p>00:32 25 all of those studies and what was generated in terms</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">32</p> <p>00:34 1 hours. For the most part, actually this graphic</p> <p>00:34 2 really shows, it really switches back and forth</p> <p>00:34 3 between northbound and southbound, so, I mean, for</p> <p>00:34 4 the most part it's equal in terms of volume that's</p> <p>00:34 5 going through the intersection or along Broadway.</p> <p>00:34 6 MR. DELIA: Any questions on this?</p> <p>00:34 7 THE WITNESS: I know there's a lot of</p> <p>00:34 8 information on here, but I hope that I went through</p> <p>00:34 9 all of the information, and obviously your traffic</p> <p>00:34 10 engineer will be able to inform the board or have</p> <p>00:35 11 questions as well.</p> <p>00:35 12 CHAIRWOMAN HEMBREE: Okay. You're</p> <p>00:35 13 looking at this in terms of what is happening today.</p> <p>00:35 14 Has anybody looked at the traffic in</p> <p>00:35 15 terms of what's going to be happening in Montvale</p> <p>00:35 16 with the development on the Sony property and the</p> <p>00:35 17 Bears Nest, in Park Ridge in their portion of the</p> <p>00:35 18 Bears Nest property, the development on Kinderkamack</p> <p>00:35 19 Road in Park Ridge, and the development of the</p> <p>00:35 20 country club property in River Vale?</p> <p>00:35 21 That's all going to have an impact on</p> <p>00:35 22 our local roads.</p> <p>00:35 23 MS. YETEMIAN: You can also include the</p> <p>00:35 24 low income housing on Broadway too.</p> <p>00:35 25 CHAIRWOMAN HEMBREE: Where is that?</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

<p style="text-align: right;">33</p> <p>00:35 1 What do you mean?</p> <p>00:35 2 MS. YETEMIAN: North of Highview,</p> <p>00:35 3 Woodcliff Lake. You can include that.</p> <p>00:35 4 CHAIRWOMAN HEMBREE: Okay.</p> <p>00:35 5 THE WITNESS: So the short answer is</p> <p>00:35 6 no.</p> <p>00:35 7 CHAIRWOMAN HEMBREE: Why not?</p> <p>00:35 8 THE WITNESS: Because for one, I would</p> <p>00:36 9 not recommend an in-depth study mainly because we're</p> <p>00:36 10 replacing an office development with a residential</p> <p>00:36 11 development and actually lowering the number of</p> <p>00:36 12 vehicles coming on and off of this site.</p> <p>00:36 13 CHAIRWOMAN HEMBREE: Okay. Let me tell</p> <p>00:36 14 you the concern. You talked about last month of not</p> <p>00:36 15 being able -- if you occupy those apartments, you</p> <p>00:36 16 would not be able to turn left to get out of that</p> <p>00:36 17 driveway.</p> <p>00:36 18 THE WITNESS: It's possible that the</p> <p>00:36 19 county would restrict turning during different times</p> <p>00:36 20 of the day.</p> <p>00:36 21 CHAIRWOMAN HEMBREE: So if you wanted</p> <p>00:36 22 to go south and you had to turn right to go south,</p> <p>00:36 23 where would you go? Where are you going to go,</p> <p>00:36 24 around the block?</p> <p>00:36 25 THE WITNESS: I mean, it's a circuitous</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">35</p> <p>00:38 1 every approval and go through every report that was</p> <p>00:38 2 submitted and all those approvals.</p> <p>00:38 3 CHAIRWOMAN HEMBREE: It's not the usual</p> <p>00:38 4 thing. This hasn't happened in northern Bergen</p> <p>00:38 5 County in 30 years, as far as I know, I mean, the</p> <p>00:38 6 impact --</p> <p>00:38 7 MR. DELIA: I don't disagree.</p> <p>00:38 8 CHAIRWOMAN HEMBREE: -- of what's</p> <p>00:38 9 happening.</p> <p>00:38 10 MR. DELIA: I don't disagree.</p> <p>00:38 11 CHAIRWOMAN HEMBREE: Well, who's</p> <p>00:38 12 responsible then?</p> <p>00:38 13 MR. DELIA: Well, you are responsible</p> <p>00:38 14 to make a decision on our application. We are</p> <p>00:38 15 responsible to present proofs to you. Those proofs</p> <p>00:38 16 are limited to the property, the frontage of the</p> <p>00:38 17 property, the ingress and the egress, and that's what</p> <p>00:38 18 we are here proving to you.</p> <p>00:38 19 We've gone the extra step to</p> <p>00:38 20 demonstrate that over a period of time there has been</p> <p>00:38 21 an increase in traffic, a 6-percent increase in</p> <p>00:38 22 traffic, so we've been asked to show that and we've</p> <p>00:39 23 shown it, but the only thing that happens when the</p> <p>00:39 24 existing traffic counts go further up, it just shows</p> <p>00:39 25 the incredible disparity with our little trip</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">34</p> <p>00:36 1 route to go around the block, there's no doubt, but</p> <p>00:36 2 you definitely can do that versus waiting for a gap</p> <p>00:36 3 in that traffic that may be blocking the driveway to</p> <p>00:36 4 make that left-hand turn, certainly.</p> <p>00:37 5 CHAIRWOMAN HEMBREE: Doesn't what's</p> <p>00:37 6 happening north on Kinderkamack, on Broadway, on</p> <p>00:37 7 Pascack, the impact of the traffic from those</p> <p>00:37 8 developments have an impact on getting out?</p> <p>00:37 9 MR. DELIA: If I may interrupt, because</p> <p>00:37 10 this is getting into legal argument as well. We are</p> <p>00:37 11 here for our application and we're responsible for</p> <p>00:37 12 our application, and as part of that, we're</p> <p>00:37 13 demonstrating to you what our traffic volumes will</p> <p>00:37 14 be, and we're demonstrating to you that they'll be</p> <p>00:37 15 significantly lower. We're not responsible for other</p> <p>00:37 16 projects off-site with the cumulative effect that it</p> <p>00:37 17 may well have on the roadway system. That burden</p> <p>00:37 18 does not fall upon us in terms of our proofs.</p> <p>00:37 19 In terms of our proofs, we need to</p> <p>00:37 20 demonstrate to you that we satisfy the negative</p> <p>00:37 21 criteria, among other things, and as part of our</p> <p>00:37 22 presentation, we're demonstrating that negative</p> <p>00:38 23 criteria proof through a significant reduction in</p> <p>00:38 24 traffic. That's our dialogue with you. That's what</p> <p>00:38 25 we need to demonstrate. It's not for us to go into</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">36</p> <p>00:39 1 generation off of our property. It's just a more</p> <p>00:39 2 divergent number.</p> <p>00:39 3 So there's going to be a lot more cars</p> <p>00:39 4 added onto the road system, but they're not really</p> <p>00:39 5 going to be coming from our property, to any large</p> <p>00:39 6 degree.</p> <p>00:39 7 MR. PRINCIOTTO: I think the last</p> <p>00:39 8 questions were related to the ingress and egress, and</p> <p>00:39 9 now instead of vehicles coming into the property,</p> <p>00:39 10 vehicles are going to be coming out of the property.</p> <p>00:39 11 MR. DELIA: Correct. And since our</p> <p>00:39 12 last hearing, we are filed with the county, and the</p> <p>00:39 13 county will make a decision, and we'll have to abide</p> <p>00:39 14 by that decision.</p> <p>00:39 15 MR. PRINCIOTTO: But I think the</p> <p>00:39 16 question is related to what happens with the change</p> <p>00:39 17 in flow of traffic now people coming out in the</p> <p>00:39 18 morning instead of coming in, and then if the county</p> <p>00:39 19 does say no left turn out, what impact there is as a</p> <p>00:39 20 result of the ingress and egress and the change in</p> <p>00:39 21 the traffic flow to coming out versus going in, so I</p> <p>00:40 22 think that's a question to be answered.</p> <p>00:40 23 MR. DELIA: We know it's going to be</p> <p>00:40 24 limited to these very few cars in the peak hours,</p> <p>00:40 25 very few. That's what we know. That's what we can</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

<p style="text-align: right;">37</p> <p>00:40 1 report to.</p> <p>00:40 2 THE WITNESS: So I just want to try to</p> <p>00:40 3 clear this up maybe a little bit.</p> <p>00:40 4 So, one, I just want to reiterate that</p> <p>00:40 5 if this office building renovated, opened up</p> <p>00:40 6 tomorrow, you would have that issue tomorrow, right?</p> <p>00:40 7 Vehicles would still want to make a left turn out of</p> <p>00:40 8 the site, make a left turn into the site, and it</p> <p>00:40 9 would be higher volume compared to this application.</p> <p>00:40 10 MR. PRINCIOTTO: At what time?</p> <p>00:40 11 THE WITNESS: What do you mean? AM and</p> <p>00:40 12 PM.</p> <p>00:40 13 MR. PRINCIOTTO: AM you're going to</p> <p>00:40 14 have vehicles coming out of an office building site.</p> <p>00:40 15 THE WITNESS: No, in the AM you would</p> <p>00:40 16 have vehicles going into the office building.</p> <p>00:40 17 MR. PRINCIOTTO: Right.</p> <p>00:40 18 MR. DELIA: Right.</p> <p>00:40 19 So, in the AM peak hour, you would have</p> <p>00:40 20 57 vehicles that wanted to come into the site, and in</p> <p>00:40 21 the AM peak hour northbound and southbound volume is</p> <p>00:41 22 about the same, in terms of volume, volume itself.</p> <p>00:41 23 So, depending on the direction that</p> <p>00:41 24 vehicles are coming in, you would still have that</p> <p>00:41 25 issue, that's a reality, right?</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">39</p> <p>00:42 1 CHAIRWOMAN HEMBREE: So how about if I</p> <p>00:42 2 ask for copies of the traffic reports from the</p> <p>00:42 3 planning board in Park Ridge and the planning board</p> <p>00:42 4 in Montvale, and have our traffic person look at</p> <p>00:42 5 that? Somebody's got to see it.</p> <p>00:42 6 THE WITNESS: And have your traffic</p> <p>00:42 7 engineer look at it?</p> <p>00:42 8 CHAIRWOMAN HEMBREE: I don't know, you</p> <p>00:42 9 end up paying for it, right?</p> <p>00:42 10 THE WITNESS: My client probably does.</p> <p>00:42 11 CHAIRWOMAN HEMBREE: Yes.</p> <p>00:42 12 THE WITNESS: I don't.</p> <p>00:42 13 CHAIRWOMAN HEMBREE: I think so.</p> <p>00:42 14 THE WITNESS: My client probably does.</p> <p>00:42 15 CHAIRWOMAN HEMBREE: Yes, sir.</p> <p>00:42 16 MR. INTINDOLA: Madam Chair.</p> <p>00:42 17 Brian Intindola from Neglia</p> <p>00:42 18 Engineering.</p> <p>00:42 19 So, I think what the board is having to</p> <p>00:43 20 grasp is that there's going to be an onslaught of</p> <p>00:43 21 traffic by others.</p> <p>00:43 22 CHAIRWOMAN HEMBREE: Yes.</p> <p>00:43 23 MR. INTINDOLA: So how do you quantify</p> <p>00:43 24 that, right, but also the applicant has the burden to</p> <p>00:43 25 prove that his traffic, he's presenting it as</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">38</p> <p>00:41 1 The second part is, after our last</p> <p>00:41 2 meeting, I did go back and I had conversations with</p> <p>00:41 3 the North Jersey Transportation Planning Authority,</p> <p>00:41 4 the MPO for the northern part of the state. There is</p> <p>00:41 5 no active consideration for any regional traffic</p> <p>00:41 6 study at this point in time that's really on the</p> <p>00:41 7 books, there is none.</p> <p>00:41 8 CHAIRWOMAN HEMBREE: But it's before</p> <p>00:41 9 the planning board in Montvale, and before the</p> <p>00:41 10 planning board in Park Ridge, and the planning board</p> <p>00:41 11 in River Vale. They have traffic consultants, don't</p> <p>00:41 12 they?</p> <p>00:41 13 THE WITNESS: I'm sure they do.</p> <p>00:41 14 CHAIRWOMAN HEMBREE: Don't they have</p> <p>00:41 15 traffic plans and what they think is going to happen,</p> <p>00:41 16 where their cars are going to come and go? Isn't</p> <p>00:41 17 that useful information?</p> <p>00:41 18 THE WITNESS: I'm sure that each one of</p> <p>00:41 19 those applications has their own traffic report</p> <p>00:42 20 associated with what the potential impact is or would</p> <p>00:42 21 be for each one of those projects.</p> <p>00:42 22 Now, it really is either the county or</p> <p>00:42 23 the NJTPA to look at this from a more regional</p> <p>00:42 24 standpoint, but there is really nothing that's</p> <p>00:42 25 happening as far as a regional study is concerned.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">40</p> <p>00:43 1 minimal, which in this context it is, but all the</p> <p>00:43 2 information that he needs to do an analysis of the</p> <p>00:43 3 driveway, he has.</p> <p>00:43 4 So if I take his traffic lines, which I</p> <p>00:43 5 agree with, and put them on the driveway, and I know</p> <p>00:43 6 that he has the traffic counts, so, for instance, in</p> <p>00:43 7 the morning, it's 400 northbound, about 400</p> <p>00:43 8 southbound. He's got 29 cars coming out, which is</p> <p>00:43 9 about 13 cars out to the right, 10 cars to the left,</p> <p>00:43 10 three in from the left, three in from the right. He</p> <p>00:43 11 has all the data. He also has the gap data, because</p> <p>00:43 12 he even puts the tubes down. The gap study is</p> <p>00:44 13 already done. The gaps tell us how many gaps are</p> <p>00:44 14 available. And the software he used to do the</p> <p>00:44 15 traffic count, you can also do another report, which</p> <p>00:44 16 is non-cars, which is gaps. So he can give a catalog</p> <p>00:44 17 of the gaps to the board to see what the board's</p> <p>00:44 18 concern is specific to the driveway.</p> <p>00:44 19 So he could say, well, my levels of</p> <p>00:44 20 service is going to be on a scale from A to F for</p> <p>00:44 21 this particular project, and the concern of the board</p> <p>00:44 22 is that you cannot get out in the morning, the only</p> <p>00:44 23 way you're going to get out is make a right turn,</p> <p>00:44 24 and, if you want to make a left, where do those right</p> <p>00:44 25 turns go back to circulate around, right, that's the</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

<p style="text-align: right;">41</p> <p>00:44 1 question. But he may have gaps in that run that he 00:44 2 may have catalogued already because he just took 00:44 3 counts in March. And the tubes that people ran over 00:44 4 to do that, if he laid out two tubes, then there's a 00:44 5 gap. He has to check to see if it was set to get the 00:45 6 gaps. 00:45 7 CHAIRWOMAN HEMBREE: I'm not saying 00:45 8 it's his fault, but what's wrong with getting the 00:45 9 information? That's my question. 00:45 10 MR. INTINDOLA: Now we also have 00:45 11 another data point that he's presenting is that the 00:45 12 trend in traffic growth, right, from 2013-2019, which 00:45 13 is six years, right, shows that there is a 6 percent 00:45 14 in the PM peak and a 2 percent in the AM peak, and 00:45 15 then it's also vetted by NJDOT growth rates. 00:45 16 So if you have a growth of traffic to 00:45 17 his built year, using the same, I think it's a linear 00:45 18 growth rate for both, the AM and PM peak, so you grow 00:45 19 the traffic, this project will probably be built in 00:45 20 like say 2021, occupied, I'm just throwing that out 00:45 21 there, just as a best guesstimate right now. If you 00:45 22 can grow traffic from 2021 and then surcharge the 00:46 23 traffic, right, another 10-percent factor, you don't 00:46 24 know what projects are going to be approved, what 00:46 25 projects will be built in 2021, but if he grows the <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>	<p style="text-align: right;">43</p> <p>00:47 1 it's as relevant with respect to the traffic. And 00:47 2 the reason why I don't believe that is because you 00:47 3 have to presume that the office building generates 00:47 4 traffic. As the applicant has clearly stated, the 00:47 5 amount of trip generation is actually going to 00:47 6 decrease versus increase. 00:47 7 You have to assume, for the sake of 00:47 8 their application, that the office building is fully 00:47 9 occupied, but I do have one question for our 00:47 10 engineer. 00:47 11 CHAIRWOMAN HEMBREE: Okay. 00:47 12 MR. NEWMAN: Is there any impact, 00:47 13 because now what's going to happen is the traffic 00:48 14 that's normally in the morning is going to be in the 00:48 15 evening, it's a reverse, so to speak. 00:48 16 MR. INTINDOLA: Right. Exactly. 00:48 17 MR. NEWMAN: People would be coming in 00:48 18 in the morning, and now they're going to be leaving 00:48 19 in the morning, and people that would normally, as an 00:48 20 office building whereas a residence, they're going to 00:48 21 be leaving in the morning and coming back in the 00:48 22 evening, is there any impact on that shift between 00:48 23 ingress and egress, between the majority of the trip 00:48 24 generation going in the morning versus the evening on 00:48 25 a direct locale by the train station? I mean, that <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>
<p style="text-align: right;">42</p> <p>00:46 1 traffic and surcharges the traffic another 10 00:46 2 percent, and then runs the level of service, then you 00:46 3 have a pretty good sense of how that Broadway 00:46 4 corridor is going to work in this area. And I think 00:46 5 that's a pretty good approach, because I think the 00:46 6 10-percent growth in the next two years, aside from 00:46 7 the growth for the background growth rate, which he 00:46 8 has, which is empirical data, is a pretty fair 00:46 9 assessment of what 2021 traffic would be like. 00:46 10 CHAIRWOMAN HEMBREE: I look at it this 00:46 11 way. They're giving us an opportunity to look at 00:46 12 something that could be a huge problem for this area. 00:46 13 It's not their fault. It not something they're 00:46 14 doing, but it's going to exacerbate -- I mean, what 00:46 15 we know is coming, we know it's coming. It's being 00:47 16 built. It's something that's very unusual for this 00:47 17 part of Bergen County. We don't have big apartment 00:47 18 buildings. Somebody's got to look at what we're 00:47 19 going to do with our roads, how we're going to get 00:47 20 around. 00:47 21 MR. NEWMAN: Madam Chairwoman? 00:47 22 CHAIRWOMAN HEMBREE: What? 00:47 23 MR. NEWMAN: While I agree with you 00:47 24 that the onslaught of apartment building is probably 00:47 25 relevant to this application, I don't believe that <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>	<p style="text-align: right;">44</p> <p>00:48 1 would be my only question with respect to this. 00:48 2 MR. INTINDOLA: So to answer your 00:48 3 question, qualitatively, yes. So we know what the 00:48 4 numbers are for the trip generation, we now know what 00:48 5 traffic is on Broadway going northbound and 00:48 6 southbound, we have a 24-hour count. So what I'm 00:48 7 proposing, to answer your question, the applicant's 00:49 8 traffic engineer would run an analysis, analysis one, 00:49 9 office trip generation, out in the morning or in in 00:49 10 the morning and then out in the afternoon. 00:49 11 The other analysis he runs is 00:49 12 residential trip generation, out in the morning, back 00:49 13 home in the evening. 00:49 14 MR. NEWMAN: Opposites. 00:49 15 MR. INTINDOLA: Opposites. It's pretty 00:49 16 easy to do. You know, Mr. Luglio knows how to do 00:49 17 this. And, as I said, you're going to see four 00:49 18 scenarios: Office, AM and PM, residential, AM and 00:49 19 PM, and the difference in the levels of service is 00:49 20 how we take that qualitative data and make it 00:49 21 quantitative in terms of level of service. 00:49 22 And he also has the benefit of the 00:49 23 gaps, because he electronically recorded traffic, 00:49 24 cars, and he also recorded the opposite, which is 00:49 25 non-traffic, which is the gaps. <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>

<p style="text-align: right;">45</p> <p>00:49 1 And, you can see, say 13 cars need to 00:49 2 make a left out in the morning to get to southbound, 00:50 3 can they? And if they can't, then he'll say, I don't 00:50 4 have enough gaps. And if I build that future 00:50 5 scenario that I talked about, then he can get a real 00:50 6 handle on how that driveway will operate in the 00:50 7 future, which is not unreasonable to ask for to 00:50 8 present to the applicant, because it's not that he 00:50 9 doesn't have the data, he does now. Last hearing, he 00:50 10 didn't have that data. 00:50 11 THE WITNESS: So, Mr. Intindola, just 00:50 12 to be clear. The office AM and PM, residential AM 00:50 13 and PM, that would basically be for that built year 00:50 14 2021. 00:50 15 MR. INTINDOLA: Right. 00:50 16 THE WITNESS: With the growth added on 00:50 17 to the driveway. 00:50 18 MR. INTINDOLA: And I think a 00:50 19 10-percent surcharge may be overly conservative, but 00:50 20 it would account for what the board's perception is 00:50 21 in regional growth. So, I mean, you're growing these 00:50 22 volumes, almost in one instance I think it's going to 00:50 23 be like 13 percent, so it will be another 100 00:51 24 vehicles on the road, if you use a thousand cars, you 00:51 25 know, there, and then they'll be another 50 and 50 <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>	<p style="text-align: right;">47</p> <p>00:52 1 the ingress and egress is kind of important, and is 00:52 2 there a way to figure out the answer to that 00:52 3 question? 00:52 4 MR. INTINDOLA: Well, if the levels of 00:52 5 service into the driveway are analyzed on an 00:52 6 A through F scale, so if you show that the left turns 00:52 7 southbound are trying to get in. 00:52 8 MR. NEWMAN: Let me rephrase. 00:52 9 Let's assume I don't speak engineering, 00:52 10 just for a moment. Is there a way that his expert 00:53 11 can talk to you in engineering, and then you could 00:53 12 perhaps translate for us into English the answer to 00:53 13 that one question, whether or not there would be a 00:53 14 negative impact by flipping from the AM to the PM, 00:53 15 flipping the ingress and egress? 00:53 16 MR. INTINDOLA: That analysis is 00:53 17 exactly what we're going to answer to do -- 00:53 18 MR. NEWMAN: In English? Not between 00:53 19 you and him -- 00:53 20 MR. INTINDOLA: No, it's going to be 00:53 21 what you heard before, it's an A through F scale. If 00:53 22 it doesn't work and the gaps aren't there, then they 00:53 23 have to think about restricting left turns out. The 00:53 24 first iteration is in the morning in the PM, and then 00:53 25 bring that to the county based on what we find out <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>
<p style="text-align: right;">46</p> <p>00:51 1 northbound and southbound that would be surcharged, 00:51 2 in addition to their normal growth rates that you 00:51 3 applied. 00:51 4 In this instance, he has actual growth 00:51 5 rates because he has data from 2016 -- I'm sorry, 00:51 6 2013, and now 2019, which in recent data shows that 00:51 7 there's been a recovery in traffic in that same 00:51 8 period. After the recession, traffic was down, and 00:51 9 traffic is now back up to about 2007 levels and 00:51 10 hasn't been there since then. So there's a lag after 00:51 11 the recession until traffic volumes built up. So 00:51 12 that's one of the reasons why traffic is a forefront 00:51 13 issue again, because traffic volumes are back up now 00:51 14 with recovery. 00:51 15 MR. NEWMAN: The only thing I'm really 00:51 16 concerned about is, I know that this property is 00:52 17 located practically right across the street from the 00:52 18 train station, and I know that the trains run through 00:52 19 in the morning and the evening. So, really, my only 00:52 20 concern is the fact that we're flipping the traffic, 00:52 21 the fact that we're now going to be leaving as 00:52 22 opposed to coming in the morning, will that have an 00:52 23 impact on the direct, on that corner, so to speak? 00:52 24 And I think, you know, beyond that it kind of goes 00:52 25 beyond this applicant's responsibility, but I think <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>	<p style="text-align: right;">48</p> <p>00:53 1 here, when Mr. Luglio does the analysis. 00:53 2 MR. NEWMAN: Okay. 00:53 3 MR. PREISS: Can I just add? 00:53 4 Brian, you're talking about at the 00:53 5 driveway? 00:53 6 MR. INTINDOLA: Yes. He wants to know 00:53 7 the intersection. 00:53 8 MR. PREISS: He wants to know the 00:53 9 intersection. 00:53 10 MR. NEWMAN: The driveway slash, 00:53 11 because the intersection is like right across the 00:54 12 street. 00:54 13 MR. PREISS: You want to know the 00:54 14 change of the levels of service to the intersection? 00:54 15 MR. NEWMAN: I only want to know, I 00:54 16 have a very simple question, will having the ingress 00:54 17 -- 00:54 18 MR. PREISS: No, I understand. 00:54 19 MR. NEWMAN: The egress in the morning 00:54 20 versus ingress, and the ingress in the evening, will 00:54 21 that have a negative impact on the immediate 00:54 22 surroundings? 00:54 23 MR. PREISS: Right, but what 00:54 24 Mr. Intindola is focusing on is the driveway. 00:54 25 MR. NEWMAN: Right. That's part of it. <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>

<p style="text-align: right;">49</p> <p>00:54 1 MR. PREISS: And what you want to know</p> <p>00:54 2 is also on the intersection.</p> <p>00:54 3 MR. NEWMAN: No, I want to know on the</p> <p>00:54 4 driveway, I want to know if you can make a left turn</p> <p>00:54 5 out of there, whether or not it's going to cause all</p> <p>00:54 6 sorts of problems. But the first question is: By</p> <p>00:54 7 flipping it, does that change -- by changing the flow</p> <p>00:54 8 of traffic --</p> <p>00:54 9 MR. PREISS: I understand.</p> <p>00:54 10 MR. NEWMAN: Because I understand the</p> <p>00:54 11 trip generation is going down, which is a good thing.</p> <p>00:54 12 MR. INTINDOLA: Right.</p> <p>00:54 13 THE WITNESS: And just to put a "but"</p> <p>00:54 14 on that, I think we can do that analysis and come</p> <p>00:55 15 back to the board and explain very succinctly.</p> <p>00:55 16 MR. NEWMAN: Come back to our</p> <p>00:55 17 professionals with a thumbs up or thumbs down.</p> <p>00:55 18 THE WITNESS: Right, and basically back</p> <p>00:55 19 to the board with a brief explanation as to what the</p> <p>00:55 20 analysis shows.</p> <p>00:55 21 MS. EFFRON-MALLEY: Can I ask Brian one</p> <p>00:55 22 more -- go ahead.</p> <p>00:55 23 MR. INTINDOLA: So I want to be able to</p> <p>00:55 24 have your question answered. I have the data for</p> <p>00:55 25 northbound and southbound traffic on Broadway, which</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">51</p> <p>00:56 1 not a traffic engineer and I don't know all that much</p> <p>00:56 2 about traffic, you know, just envisioning it, I think</p> <p>00:56 3 it's easier to be driving down the road and then go</p> <p>00:56 4 into a complex versus having to leave in the morning,</p> <p>00:56 5 but I don't know the answer.</p> <p>00:56 6 MR. INTINDOLA: Yes, I think that --</p> <p>00:56 7 MR. NEWMAN: It may have no impact at</p> <p>00:56 8 all.</p> <p>00:56 9 MR. INTINDOLA: If we focus on the PM</p> <p>00:56 10 peak at the intersection and run the levels of</p> <p>00:56 11 service to that, and when they're out there counting,</p> <p>00:57 12 they'll know when the trains go through.</p> <p>00:57 13 MR. NEWMAN: And the AM.</p> <p>00:57 14 MR. INTINDOLA: See, I'm trying to</p> <p>00:57 15 focus on the heavier traffic PM hour, because the</p> <p>00:57 16 volume difference is 900 versus 1,100. I want to go</p> <p>00:57 17 to the worst peak hours, because the volumes are</p> <p>00:57 18 similar for the residential trip generation.</p> <p>00:57 19 THE WITNESS: So you're saying</p> <p>00:57 20 specifically look at the PM peak hour --</p> <p>00:57 21 MR. INTINDOLA: Correct.</p> <p>00:57 22 THE WITNESS: -- for the analysis?</p> <p>00:57 23 MR. NEWMAN: Why wouldn't we look at</p> <p>00:57 24 the AM peak hour?</p> <p>00:57 25 MR. INTINDOLA: Just the fact that it</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">50</p> <p>00:55 1 the applicant presented.</p> <p>00:55 2 MR. NEWMAN: And I think you have to</p> <p>00:55 3 include in that data when the trains come.</p> <p>00:55 4 MR. INTINDOLA: So what we wanted to</p> <p>00:55 5 do, to answer your question specifically, I think if</p> <p>00:55 6 you were to drill down deeper into a specific peak</p> <p>00:55 7 hour, you have the AM peak hour and the PM peak hour,</p> <p>00:55 8 the volumes --</p> <p>00:55 9 MR. NEWMAN: 7 to 9:00 AM and 5 to</p> <p>00:55 10 6:30 PM?</p> <p>00:55 11 MR. INTINDOLA: Based on the data that</p> <p>00:56 12 we have available, the PM peak hour from 5 to 6 has</p> <p>00:56 13 the heavier volumes, and I would suggest that they</p> <p>00:56 14 drill down and do a single peak hour count in that</p> <p>00:56 15 5 to 6 window for the PM at the intersection, and</p> <p>00:56 16 then analyze the intersection for the one scenario</p> <p>00:56 17 for the PM peak. Because you don't have to do the</p> <p>00:56 18 two-hour count, you just need to do the targeted one</p> <p>00:56 19 hour count.</p> <p>00:56 20 MR. NEWMAN: Whatever you think is</p> <p>00:56 21 best.</p> <p>00:56 22 MR. INTINDOLA: I think that answers</p> <p>00:56 23 that question.</p> <p>00:56 24 MR. NEWMAN: I'm more concerned, to be</p> <p>00:56 25 honest, with the AM versus the PM, because while I'm</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">52</p> <p>00:57 1 has less volumes in it.</p> <p>00:57 2 MS. YETEMIAN: I agree with Gary, I</p> <p>00:57 3 think both.</p> <p>00:57 4 MR. NEWMAN: I hate to have you do all</p> <p>00:57 5 this work and then we say --</p> <p>00:57 6 MR. INTINDOLA: No, I understand.</p> <p>00:57 7 MS. EFFRON-MALLEY: So, Brian, getting</p> <p>00:57 8 back to my question that I didn't ask you.</p> <p>00:57 9 Hillsdale and Westwood both worked with</p> <p>00:57 10 NJ Transit and got their lights synched up, so when</p> <p>00:58 11 there's a train coming, the north/south traffic can</p> <p>00:58 12 continue. Why can't we look at that as well? It's</p> <p>00:58 13 not yours --</p> <p>00:58 14 MR. INTINDOLA: No, I understand that</p> <p>00:58 15 they did that, and you get the -- there's a special</p> <p>00:58 16 signal head that shows that the green can proceed but</p> <p>00:58 17 they can't make a left or a right during traffic</p> <p>00:58 18 because it's X'd out. It's a common thing, and we</p> <p>00:58 19 could bring that to the county for that improvement,</p> <p>00:58 20 because I think they modernized most of the signals</p> <p>00:58 21 on that line about four years ago, they kind of</p> <p>00:58 22 should have done yours as well. So maybe we can run</p> <p>00:58 23 that through, so the northbound and the southbound</p> <p>00:58 24 traffic doesn't have to stop completely when it gets</p> <p>00:58 25 to red when the trains are there. It's a common</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

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00:58 1 modification. I'm surprised it hasn't been done yet.

00:58 2 THE WITNESS: I'm just going to throw a

00:58 3 little wrench in that, just a little, and I know you

00:58 4 can talk to the county about it.

00:58 5 You can definitely do it in the

00:58 6 northbound direction, because you have a dedicated

00:59 7 left turn lane, so the through movement can go, but

00:59 8 in the southbound direction, there's only one lane,

00:59 9 so you would just have to widen this out a little bit

00:59 10 for a right turn lane, so that the through movement

00:59 11 could continue as well.

00:59 12 MR. NEWMAN: That's a little beyond

00:59 13 this application.

00:59 14 MR. DELIA: And so is the request to do

00:59 15 anything off-site. I got to take that under

00:59 16 advisement. I can't say yes or no, without

00:59 17 consulting my client on that. It's our legal

00:59 18 position that we're responsible for the four corners

00:59 19 of our property, we're responsible for our frontage,

00:59 20 we're responsible for our ingress and egress. I

00:59 21 understand Mr. Intindola's suggestions and your

00:59 22 concerns about better understanding the left in and

00:59 23 the left out, I get that. Whether or not we get

00:59 24 off-site, off-tract, that's an entirely different

00:59 25 question, and, again, in legal terms, it's way

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00:59 1 outside of the jurisdiction of this board to have

00:59 2 that information. I will consider it, discuss it

00:59 3 with my client. I just want to let you know our

00:59 4 legal position at this point, so there are no

01:00 5 misunderstanding as we proceed.

01:00 6 MR. NEWMAN: Just so you understand it.

01:00 7 The reason why I want to know about the trains is

01:00 8 because it's right across the street from your

01:00 9 project.

01:00 10 MR. DELIA: No, I know.

01:00 11 MR. NEWMAN: Therefore, the frequency

01:00 12 and when they're coming, that could impact the very

01:00 13 question that I'm looking for the answer, which

01:00 14 relates directly to the ingress and egress.

01:00 15 MR. DELIA: Okay. Fair enough. I

01:00 16 understand the position.

01:00 17 MR. PRINCIOTTO: But also the change in

01:00 18 the traffic flow is based upon the change in the use,

01:00 19 and the change in the traffic flow can have an

01:00 20 impact --

01:00 21 MR. NEWMAN: Yes, that's all I need.

01:00 22 MR. PRINCIOTTO: -- upon the

01:00 23 surrounding areas, including that left-hand turn

01:00 24 issue, and whether or not it would be permitted by

01:00 25 the county and whether or not it's feasible.

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01:00 1 CHAIRWOMAN HEMBREE: Next.

01:00 2 MR. DELIA: This is the easy one, A-17.

01:00 3 (Exhibit T1, Possible Pedestrian Path

01:00 4 to Train is marked as exhibit A-17 in

01:00 5 evidence.)

01:01 6 THE WITNESS: I put this up a little bit

01:01 7 so we could look at it from an aerial perspective.

01:01 8 A-17 is a aerial of the site and the

01:01 9 vicinity of the site. The aerial itself was taken

01:01 10 November 8th of last year. I have not made any

01:01 11 modifications to the aerial other than annotating it

01:01 12 with the site plan itself screened out a little bit

01:01 13 on the site and also a set of green arrows and an

01:01 14 image that's up in the right-hand corner that's from

01:01 15 Google Earth that really just shows the driveway

01:01 16 looking in the northbound direction towards the

01:01 17 intersection that we've been talking about.

01:01 18 And, so, the purpose of this was to

01:01 19 look at a possible pedestrian path to the train

01:01 20 station leaving from the proposed new building,

01:02 21 basically from the front door. A person would then

01:02 22 travel or walk to the south, walk out to the sidewalk

01:02 23 along the south side of the building, walk then in

01:02 24 the northbound direction along the existing sidewalk

01:02 25 to the intersection. At the intersection, there is a

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01:02 1 pedestrian push button, pedestrian signal head

01:02 2 assembly.

01:02 3 A pedestrian then would walk across in

01:02 4 the westbound direction towards the train station

01:02 5 itself and the train platform.

01:02 6 So, for the most part, it's about

01:02 7 850 feet in length, and it takes anywhere from

01:02 8 three and a half to five minutes, depending on how

01:02 9 fast you walk and how cold it is, I think. You walk

01:02 10 faster when it's colder.

01:02 11 So this last image or the A-17 was

01:03 12 brought about, Mr. Intindola talked about the

01:03 13 pedestrian path.

01:03 14 Certainly, from a pedestrian

01:03 15 walkability standpoint, this works and this is

01:03 16 acceptable.

01:03 17 From an ADA accessibility perspective,

01:03 18 there are certain challenges with the grade of our

01:03 19 existing driveway that's to remain, and also, and

01:03 20 more specifically, the grade at this northwest corner

01:03 21 of the intersection crossing the tracks to the train

01:03 22 station.

01:03 23 And that's really the most significant

01:03 24 grade, and I think everyone on the board knows that.

01:03 25 That itself again would be a New Jersey

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<p style="text-align: right;">57</p> <p>01:03 1 Transit and Bergen County issue to make that ADA 01:03 2 accessible. I would submit to the board that if we 01:04 3 did have a resident that had an ADA issue and they 01:04 4 would be able to basically have a parking space here, 01:04 5 they would be able to drive to the train station and 01:04 6 park in the ADA space. For all intents and purposes, 01:04 7 that is the best that could happen as far as 01:04 8 accessibility path is concerned to the train station. 01:04 9 But for a non-ADA pedestrians, 01:04 10 certainly a path is there, and it's certainly within 01:04 11 reasonable walking distance. 01:04 12 And that's all I have. 01:04 13 MS. EFFRON-MALLEY: So you're saying 01:04 14 that somebody who needs ADA access should drive? 01:04 15 THE WITNESS: Would drive. Would 01:04 16 drive. 01:04 17 MS. EFFRON-MALLEY: A lot of ADA people 01:04 18 do not drive, right? You see them taking their 01:04 19 wheelchairs up Park Avenue in Park Ridge, 01:05 20 Kinderkamack, a lot of them seem to not drive. How 01:05 21 much of a problem is that? 01:05 22 THE WITNESS: I personally think that 01:05 23 this is a very steep grade that's here at the 01:05 24 intersection. It's something that could certainly be 01:05 25 traversed by a person in a wheelchair. It does not <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>	<p style="text-align: right;">59</p> <p>01:06 1 the underground parking area driveway, there is none. 01:06 2 You basically would be walking in the driveway. 01:06 3 Now, that's not to say that a sidewalk 01:07 4 could certainly be put in, a sidewalk around the 01:07 5 south side of the building, but obviously not in 01:07 6 front of the garage itself, the garage door. There 01:07 7 would be a continuous sidewalk that could lead to the 01:07 8 existing sidewalk. That certainly can be done. 01:07 9 In addition, in the center of the 01:07 10 existing building, in the building itself, an 01:07 11 elevator would be able to take you down to that 01:07 12 ground level or that lower level, and a person can 01:07 13 certainly come out, again, at the south side of the 01:07 14 building. 01:07 15 So certainly a section of sidewalk 01:07 16 could be added to the site plan to provide for that. 01:07 17 MR. PREISS: If you added the sidewalk, 01:07 18 would there still be sufficient width of the driveway 01:07 19 to get traffic in and out or would you be narrowing 01:07 20 that driveway? 01:07 21 THE WITNESS: We would most likely take 01:07 22 some of the existing landscaped area and some of it 01:08 23 would be in the driveway. I think, for the most 01:08 24 part, you know, we have a pretty wide driveway, 01:08 25 especially at the curb cut. <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>
<p style="text-align: right;">58</p> <p>01:05 1 meet the guidelines, though, so the guidelines are 01:05 2 not met. 01:05 3 And, also, even though our grade is not 01:05 4 that significant, it still would not meet the ADA 01:05 5 guidelines for -- it may meet it for a grade, but 01:05 6 after a certain point, there needs to be a level 01:05 7 area, and then a grade, and then a level area. So it 01:05 8 just would not satisfy those ADA requirements. 01:05 9 CHAIRWOMAN HEMBREE: Anybody else have 01:05 10 a question? 01:05 11 Yes, Mr. Preiss. 01:06 12 MR. PREISS: I have a question. Lou, I 01:06 13 had a question. 01:06 14 THE WITNESS: Yes. 01:06 15 MR. PREISS: This pedestrian pathway 01:06 16 that you talk about, you talk about this as a transit 01:06 17 oriented development, yet the access from this 01:06 18 building to the train station, there's no sidewalk 01:06 19 other than essentially a pedestrian or somebody who's 01:06 20 a resident that leaves this development would have to 01:06 21 walk in the driveway. Isn't that illustrated in the 01:06 22 inset photograph that you've shown? 01:06 23 THE WITNESS: So, for the eastern side 01:06 24 of the building in the upper right-hand corner of 01:06 25 A-17, there is a sidewalk, but the balance of it from <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>	<p style="text-align: right;">60</p> <p>01:08 1 So I think part of this sidewalk would 01:08 2 start, and it would be taking up the driveway itself 01:08 3 or the pavement, and then the balance of it might 01:08 4 actually come into the landscaped area to meet with 01:08 5 the existing sidewalk. 01:08 6 MR. PREISS: Right. So wouldn't you 01:08 7 think that in order to make it safe and attractive 01:08 8 for pedestrians that that sidewalk be provided so 01:08 9 they don't have to share the driveway with the cars 01:08 10 coming in and out? 01:08 11 THE WITNESS: Yes, I would agree with 01:08 12 that. 01:08 13 MR. PREISS: And that would be 01:08 14 something your client would be willing to do, right? 01:08 15 THE WITNESS: Yes. 01:08 16 And I think people would actually use 01:08 17 it, as opposed to other sidewalks that we put in 01:08 18 people don't use. 01:08 19 MR. PREISS: Yes, I would agree. 01:08 20 MR. HAYES: At its narrowest point, do 01:09 21 you know the measurement of the driveway? 01:09 22 THE WITNESS: At the narrowest point, 01:09 23 it's 40 feet curb-to-curb. 01:09 24 MR. PREISS: So would you recommend a 01:09 25 5-foot sidewalk with a curb to prevent the cars from <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p> </p>

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01:09 1 going onto the sidewalk?

01:09 2 THE WITNESS: Five-foot sidewalk, yes.

01:09 3 MR. PREISS: And that would be just

01:09 4 from the garage entry or all the way through to the

01:10 5 rear parking lot as well?

01:10 6 THE WITNESS: So, there is a sidewalk

01:10 7 from the garage to the rear part of the area, there

01:10 8 is a sidewalk that's out there today. So it

01:10 9 basically is from, I guess, the west side of the

01:10 10 driveway of the garage entrance to the connection to

01:10 11 the sidewalk along Broadway.

01:10 12 MR. PREISS: Okay. It's difficult to

01:10 13 tell whether the sidewalk on the north -- what's that

01:10 14 direction -- on the east side of the building

01:10 15 actually allows for a crossing of the entrance into

01:10 16 the garage. It looks like it curves towards the --

01:10 17 it doesn't bump out.

01:10 18 THE WITNESS: Well, there is no

01:10 19 sidewalk, it's all pavement for the entrance to the

01:10 20 garage, and the pavement actually starts to slope in

01:10 21 a downward direction.

01:11 22 MR. PREISS: What I'm suggesting also

01:11 23 is, you may need to widen the sidewalk on the

01:11 24 easterly side, and then to have some striping or

01:11 25 something so that you can cross in front of the

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01:11 1 garage.

01:11 2 THE WITNESS: Yes. If it is not 5

01:11 3 feet, then we will make that portion 5 feet as well.

01:11 4 MR. PREISS: Okay. Thank you.

01:11 5 CHAIRWOMAN HEMBREE: Anybody else?

01:11 6 MR. DHAWAN: There's some sort of a

01:11 7 stair and a terrace above the entrance to the garage.

01:11 8 THE WITNESS: Which way, here?

01:11 9 MR. DHAWAN: Above the garage entrance.

01:11 10 THE WITNESS: Yes.

01:11 11 So, this sidewalk on, I guess, the east

01:11 12 side leads to a staircase on the south side of the

01:11 13 building, that's true.

01:11 14 MR. DHAWAN: So do we know if that's

01:11 15 going to be maintained, that sort of an entrance to

01:11 16 the building?

01:12 17 THE WITNESS: So, we're going to

01:12 18 maintain this staircase that comes up to the south

01:12 19 side of the building, and so what will most likely

01:12 20 have to happen is that this sidewalk would have to

01:12 21 come out away from the staircase, that 5-foot

01:12 22 sidewalk, and then cross the driveway and then

01:12 23 continue towards Broadway. And we can come up with a

01:12 24 plan. I'm sure Mr. Clark can come up with a plan to

01:12 25 show that.

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01:12 1 And, again, the other option is to come

01:12 2 into the existing building from the proposed

01:12 3 building, go down the elevator and come out. That's

01:12 4 also an option.

01:13 5 MR. DHAWAN: Is there any exit to the

01:13 6 building for pedestrians to Broadway? Like through

01:13 7 the center, is there a corridor that opens up --

01:13 8 THE WITNESS: Well, there is another

01:13 9 door in the front, but, from a grade standpoint,

01:13 10 there is no connection to the sidewalk along

01:13 11 Broadway. There is no connection.

01:13 12 To make a connection in the staircase,

01:13 13 I guess that is possible. I would yield back to the

01:13 14 architect as far as the architectural plans for the

01:13 15 building.

01:13 16 MR. DHAWAN: So you said there is an

01:13 17 exit, but where does it go?

01:13 18 THE WITNESS: There is an actual

01:13 19 doorway and steps in the front of the building, and

01:13 20 it really doesn't lead anywhere. There's crushed

01:13 21 stone in the front, the frontage along Broadway, but

01:13 22 then it basically stops where the landscaping begins.

01:13 23 So I'm not sure, from an operational

01:13 24 standpoint in the history of the building, I don't

01:14 25 know.

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01:14 1 MS. YETEMIAN: And there's no other

01:14 2 exit then also on the north side?

01:14 3 THE WITNESS: No, there's no exit on

01:14 4 the north side. What the north side has is similar

01:14 5 to the south side, where there is a sidewalk along

01:14 6 the east side of the building, and then there's a

01:14 7 sidewalk that goes up to a staircase that again goes

01:14 8 into the building itself, but it stops at that point.

01:14 9 MS. YETEMIAN: And that's for fire

01:14 10 purposes or just --

01:14 11 THE WITNESS: I don't know that.

01:14 12 Basically, access to the building. It might have

01:14 13 also included fire access.

01:14 14 MS. YETEMIAN: But not access down out

01:14 15 onto Broadway from the north?

01:14 16 THE WITNESS: No.

01:14 17 CHAIRWOMAN HEMBREE: Okay. My plan is,

01:14 18 what I would like to do is to give us a five-minute

01:14 19 recess so the stenographer can have a break, and I

01:14 20 would like to come back quickly, because we have to

01:14 21 open to the public to ask any questions, but I'm very

01:15 22 concerned that your planner, who is here, who has

01:15 23 been waiting and he needs to be heard, so I ask the

01:15 24 audience to ask your question of the traffic

01:15 25 consultant when we come back.

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01:15 1 MR. NEWMAN: Are we going to get to the
 01:15 2 planner?
 01:15 3 CHAIRWOMAN HEMBREE: Well, I would like
 01:15 4 to try.
 01:15 5 MR. NEWMAN: Does the planner have a
 01:15 6 report?
 01:15 7 MR. DELIA: No.
 01:15 8 CHAIRWOMAN HEMBREE: He is just going
 01:15 9 to go asking questions, right?
 01:15 10 MR. DELIA: Yes, we have two exhibits.
 01:15 11 CHAIRWOMAN HEMBREE: Is that okay? Is
 01:15 12 that okay? I don't know what else to do.
 01:15 13 MR. NEWMAN: If I were wagering now, I
 01:15 14 would wager that the public is going to take at least
 01:15 15 40 minutes.
 01:15 16 MR. DELIA: Let me consult with my
 01:15 17 client first.
 01:15 18 (A short recess is held.)
 01:26 19 CHAIRWOMAN HEMBREE: Ladies and
 01:26 20 gentlemen, we're coming back.
 01:26 21 Okay. Gary, would you like to open the
 01:26 22 meeting to the public?
 01:26 23 MR. NEWMAN: I would make a motion to
 01:26 24 open to the public.
 01:26 25 CHAIRWOMAN HEMBREE: Is there a second?
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01:26 1 MS. EFFRON-MALLEY: Yes.
 01:26 2 CHAIRWOMAN HEMBREE: All in favor?
 01:26 3 (Whereupon, all present members respond
 01:26 4 in the affirmative.)
 01:26 5 CHAIRWOMAN HEMBREE: Opposed?
 01:26 6 (No response.)
 01:26 7 CHAIRWOMAN HEMBREE: Members of the
 01:27 8 public, you know the drill, you're asking the
 01:27 9 question of the traffic engineer, a question.
 01:27 10 MR. MARSON: Yes, ma'am.
 01:27 11 Craig Marson, 7 Cricket Lane, and thank
 01:27 12 you for your time.
 01:27 13 First of all, is there an ITE formula
 01:27 14 for small office building, land use code 712?
 01:27 15 THE WITNESS: Is there a formula?
 01:27 16 MR. MARSON: Yes.
 01:27 17 And just understand, board members,
 01:27 18 I've done my deep diving into the ITE statistics.
 01:27 19 I've pulled the DOT figures down.
 01:27 20 CHAIRWOMAN HEMBREE: As long as it's in
 01:27 21 English, Mr. Marson.
 01:27 22 MR. DELIA: As long as it's a question.
 01:27 23 MR. MARSON: I understand.
 01:27 24 THE WITNESS: It's either a formula --
 01:27 25 yes, it's a formula, yes, or a rate.
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01:27 1 MR. MARSON: What I would like to
 01:27 2 understand better is the formula and the way that you
 01:27 3 used it for a later period, if you could submit it?
 01:27 4 While we're on that page, does your
 01:27 5 chart --
 01:27 6 CHAIRWOMAN HEMBREE: Let him answer the
 01:27 7 question.
 01:27 8 MR. MARSON: He did.
 01:27 9 THE WITNESS: I didn't even know there
 01:27 10 was a question in that.
 01:28 11 MR. MARSON: The question is, is there
 01:28 12 a formula for small office building, LUC 712 ITE trip
 01:28 13 generation?
 01:28 14 COURT REPORTER: Please repeat that.
 01:28 15 MR. MARSON: Is there a formula for
 01:28 16 small office building, LUC 712, and, if so, what are
 01:28 17 the variables and how is this output, in this case
 01:28 18 AM peak, for example, 81 generated?
 01:28 19 Anyway, does your chart erroneously --
 01:28 20 THE WITNESS: Obviously --
 01:28 21 MR. NEWMAN: Let him answer.
 01:28 22 THE WITNESS: -- I can't answer that
 01:28 23 question right now. I have to provide that.
 01:28 24 MR. MARSON: Fair enough.
 01:28 25 THE WITNESS: If the board wants me to
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01:28 1 provide that.
 01:28 2 MR. NEWMAN: You have to finish that
 01:28 3 question with "if you know."
 01:28 4 MR. MARSON: Got it.
 01:28 5 MR. DELIA: The answer is you don't
 01:28 6 know.
 01:28 7 MR. MARSON: Does your chart
 01:28 8 erroneously calculate a difference between LUC 710,
 01:28 9 general office building, and LUC 220, multifamily
 01:28 10 housing, when you in fact intended to demonstrate the
 01:29 11 difference between LUC 712, which is a --
 01:29 12 MR. DELIA: I have to object.
 01:29 13 Honestly, this is what you call a compound question.
 01:29 14 You have to ask simple questions and get simple
 01:29 15 answers. We'll be here all night with one question,
 01:29 16 because we have to pick it apart 10 times.
 01:29 17 MR. MARSON: Excuse me. Counsel, if I
 01:29 18 may --
 01:29 19 MR. NEWMAN: Actually, while I suspect
 01:29 20 his answer is going to be he doesn't know, it is a
 01:29 21 yes or no question.
 01:29 22 MR. DELIA: Maybe.
 01:29 23 MR. MARSON: And all of my questions,
 01:29 24 counsel, will be. They will be.
 01:29 25 MR. DELIA: But he got lost halfway
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01:29 1 through it.

01:29 2 MR. PRINCOTTO: For the benefit of

01:29 3 everyone, I think some of the questions are compound

01:29 4 questions, so if you could break them down, and go a

01:29 5 little bit slower for the benefit of the court

01:29 6 reporter, who has to take down every word --

01:29 7 MR. MARSON: Fair enough.

01:29 8 MR. PRINCOTTO: -- and everyone else

01:29 9 who has to listen.

01:29 10 MR. MARSON: And, counsel, I will do my

01:29 11 best to limit it to yes or no questions. They are

01:29 12 specific.

01:29 13 MR. DELIA: Give him an opportunity to

01:29 14 answer one question at a time.

01:29 15 MR. MARSON: I have waited for months

01:29 16 to deal with this. I am entitled to ask questions

01:30 17 yes or no --

01:30 18 MR. DELIA: But ask the question

01:30 19 properly, sir.

01:30 20 MR. MARSON: Anyway, let me start

01:30 21 again.

01:30 22 Does your chart erroneously calculate a

01:30 23 difference between LUC 710, general office building,

01:30 24 and LUC 220, multifamily housing, when you intended

01:30 25 to demonstrate the difference between LUC 712, which

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01:30 1 is a small office building, and LUC 220, which is a

01:30 2 multifamily housing?

01:30 3 THE WITNESS: No.

01:30 4 MR. MARSON: Why?

01:30 5 THE WITNESS: I can't answer that here.

01:30 6 MR. MARSON: Note here, and I'm just

01:30 7 pointing this out, you have LUC 712, LUC this, if you

01:30 8 look at your numbers, 81 minus 29 does not equal 37.

01:30 9 Your math is incorrect and your categories are

01:30 10 incorrect.

01:30 11 What is the chart meant to say?

01:30 12 THE WITNESS: The chart is meant to say

01:30 13 712, the difference between 710 and 720, that's

01:30 14 correct. The numbers are correct.

01:31 15 MR. MARSON: The numbers are correct,

01:31 16 but, again, I'm asking, you're trying to compare a

01:31 17 general office building, 710, versus a multifamily,

01:31 18 220.

01:31 19 THE WITNESS: That's correct.

01:31 20 MR. MARSON: Why?

01:31 21 We are asked to consider a small office

01:31 22 building conversion --

01:31 23 MR. PRINCOTTO: You asked the

01:31 24 question, you said why. That's a question.

01:31 25 MR. MARSON: Fair enough.

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01:31 1 MR. PRINCOTTO: So let's stop right

01:31 2 there.

01:31 3 THE WITNESS: The general office

01:31 4 building better represents, No. 1, what the office

01:31 5 building looked like in terms of the number of

01:31 6 tenants that were in the building, and the small

01:31 7 office building generated vehicle trips that were on

01:31 8 the high side. And so, from a conservative

01:31 9 standpoint, I utilized the general office building,

01:31 10 because it demonstrated a more conservative approach

01:31 11 of the difference between the two, a smaller

01:31 12 increase.

01:31 13 MR. MARSON: If I may ask then, why

01:31 14 would you even be presenting 712, which has its own

01:32 15 distinct formula and own usage and own trip

01:32 16 generation?

01:32 17 THE WITNESS: There are many times I

01:32 18 present many different land use categories.

01:32 19 MR. MARSON: May I continue, please,

01:32 20 questioning?

01:32 21 I'm going to ask it again. Why is

01:32 22 general office building, LUC 710, being presented for

01:32 23 consideration if the current office building at 188

01:32 24 Broadway is approximately 42,000 square feet and

01:32 25 general office building, LUC 710, is for structures

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01:32 1 greater or equal than 200,000 square feet, in essence

01:32 2 why are you taking something one-fifth the size and

01:32 3 making the case for something five times greater?

01:32 4 THE WITNESS: And that's because of the

01:32 5 mix of different tenants in the office building. It

01:32 6 has nothing to do with the size of the office

01:32 7 building.

01:32 8 MR. MARSON: Further, why is this

01:32 9 category included in your analysis, when general

01:32 10 office building, LUC 710 trip generation rates are

01:32 11 bifurcated between general urban/suburban and dense

01:32 12 multiuse urban subcategories, and small office

01:33 13 buildings are given only a single trip factor without

01:33 14 regard to setting or location?

01:33 15 THE WITNESS: That's just not true.

01:33 16 MR. MARSON: I respectfully disagree,

01:33 17 and I will provide proof.

01:33 18 MR. DELIA: Objection.

01:33 19 MR. MARSON: I can.

01:33 20 MR. DELIA: You can't disagree when

01:33 21 you're questioning somebody. Ask your next question.

01:33 22 MR. MARSON: My question is, I want you

01:33 23 to provide proof. Will you please provide proof to

01:33 24 otherwise, to exactly answer the question the way I

01:33 25 asked it?

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01:33 1 THE WITNESS: If the board requests
 01:33 2 that or the traffic engineer requests that
 01:33 3 information, then we will.
 01:33 4 MR. MARSON: Okay.
 01:33 5 CHAIRWOMAN HEMBREE: I would like to
 01:33 6 ask you a question, Mr. Marson.
 01:33 7 MR. MARSON: Yes.
 01:33 8 CHAIRWOMAN HEMBREE: What's your point?
 01:33 9 MR. NEWMAN: What is your proffer?
 01:33 10 MR. MARSON: My point is that assuming
 01:33 11 that you have 712, which is the category for, let's
 01:33 12 say, small office building with its own trip
 01:33 13 generation rate formulas, why are you attempting to
 01:33 14 use a category that starts with an office building
 01:33 15 size roughly 4 to 5 times the size of the building
 01:34 16 we're considering at all? And that's the basis of my
 01:34 17 next question, if I may continue.
 01:34 18 THE WITNESS: So if I could just
 01:34 19 comment on this, please. Please, let me just
 01:34 20 comment.
 01:34 21 CHAIRWOMAN HEMBREE: Okay.
 01:34 22 THE WITNESS: So you would rather me
 01:34 23 use a higher number, 103 in the PM peak hour versus
 01:34 24 37, and we would have even a lower number of trips
 01:34 25 coming to and from the site versus 50?

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01:34 1 MR. MARSON: May I respond?
 01:34 2 CHAIRWOMAN HEMBREE: We're not going
 01:34 3 to.
 01:34 4 THE WITNESS: I don't get it.
 01:34 5 CHAIRWOMAN HEMBREE: He has --
 01:34 6 MR. PRINCIOTTO: All right. We do have
 01:34 7 some basic rules. You could present --
 01:34 8 MR. MARSON: Let me proceed with my
 01:34 9 questions. How is that?
 01:34 10 MR. PRINCIOTTO: You can't argue with
 01:34 11 the witness, though.
 01:34 12 MR. MARSON: Fair enough.
 01:34 13 MR. PRINCIOTTO: If you have a treatise
 01:34 14 or other information you want to present, you can.
 01:34 15 MR. HAYES: Mr. Marson, can I ask you a
 01:34 16 question?
 01:34 17 Is the point of this, to try to
 01:34 18 simplify the point of it, is it to state or to try to
 01:34 19 illustrate that Mr. Luglio used a category that is
 01:35 20 misleading in order to show that they would be
 01:35 21 providing an actual decrease in the amount of traffic
 01:35 22 rather than an increase? Is that the point of your
 01:35 23 question?
 01:35 24 MR. MARSON: It goes deeper than that.
 01:35 25 The whole premise of using a formula that begins with

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01:35 1 an office size of 200,000 square feet, when the
 01:35 2 building under consideration is 42,000 square feet,
 01:35 3 flies in the face of the ITE formula for the small
 01:35 4 business building itself.
 01:35 5 MR. NEWMAN: Can I ask you a question?
 01:35 6 MR. MARSON: That's the problem.
 01:35 7 Yes, sir.
 01:35 8 MR. NEWMAN: Let's pretend for a moment
 01:35 9 I've never read your ITE 710 or 720, and that I'm a
 01:35 10 novice at this.
 01:35 11 The best I understand it, small office
 01:35 12 buildings have one, I'm not going to say standard,
 01:35 13 but one set of data, whereas a large office building
 01:35 14 has a different set of data.
 01:35 15 Is that part of your point?
 01:35 16 MR. MARSON: Potentially, yes.
 01:36 17 MR. NEWMAN: Okay. So if I understand
 01:36 18 correctly, so one would generate more trips than the
 01:36 19 other.
 01:36 20 MR. MARSON: If the formula was used
 01:36 21 correctly, and that's my problem.
 01:36 22 MR. NEWMAN: Okay.
 01:36 23 MR. DELIA: May I ask a couple of
 01:36 24 questions now?
 01:36 25 Do you have any experience --

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01:36 1 MR. MARSON: I am not a traffic expert,
 01:36 2 but I am somebody studying the numbers who took his
 01:36 3 time to analyze the formulas, and I'm asking the
 01:36 4 questions based on my analysis of the formulas.
 01:36 5 MR. DELIA: Questions are great.
 01:36 6 Any proclamation from this man as to
 01:36 7 what he knows about the ITE and how he interprets it
 01:36 8 is irrelevant and has no qualification to be here.
 01:36 9 If he wants to hire his own --
 01:36 10 MR. NEWMAN: And it would be at the
 01:36 11 wrong time anyway, because it's only supposed to be
 01:36 12 cross examination.
 01:36 13 MR. DELIA: Right, but he's speaking
 01:36 14 like he knows this stuff and he doesn't, and it's
 01:36 15 bleeding onto the record.
 01:36 16 Please, just refine yourself to
 01:36 17 questions, questions only. That's all I ask. So I
 01:36 18 don't have to keep standing up.
 01:36 19 MR. MARSON: Fine.
 01:36 20 Would you agree that since the
 01:37 21 categories don't synch, that would be the large
 01:37 22 office and the small office building, you are
 01:37 23 precluded from fairly comparing general office
 01:37 24 building, LUC 710 trip generation rates and those for
 01:37 25 LUC 712, small office building, and that this part of

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01:37	1	your analysis should be stricken from your
01:37	2	presentation?
01:37	3	THE WITNESS: No.
01:37	4	MR. MARSON: Next question.
01:37	5	My research indicates certain trip
01:37	6	rates for AM and PM peak.
01:37	7	Noting the lack of setting, location
01:37	8	specificity regarding trip generation rates for LUC
01:37	9	712 and given the unique traffic patterns burdening
01:37	10	188 Broadway, would it not be appropriate to have the
01:37	11	applicant provide a full study based on actual
01:37	12	traffic and use patterns for this location?
01:37	13	THE WITNESS: No.
01:37	14	MR. MARSON: Last question.
01:37	15	You claim an LUC 220 trip rate during
01:37	16	peak AM and PM hours, ranging from 0.48 per unit to
01:38	17	0.62 per units, which is less than one quarter of the
01:38	18	ITE 10th edition trip generation for a small office
01:38	19	building, would you agree that in order to fairly
01:38	20	compare the full traffic effect of multi-housing LUC
01:38	21	220 and small office building 712, you must include
01:38	22	weekends, holidays, and summertime, when offices
01:38	23	usually often are reduced to 0 and the residential
01:38	24	traffic patterns may be as heavy or heavier than peak
01:38	25	office AM or PM hours?
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01:38	1	THE WITNESS: No.
01:38	2	MR. MARSON: Thank you.
01:38	3	MR. STAR: Hi.
01:38	4	My name is Alvin Star. I live in
01:38	5	Woodcliff Lake.
01:38	6	CHAIRWOMAN HEMBREE: Question,
01:38	7	question.
01:38	8	MR. STAR: My concern is about traffic
01:38	9	congestion and the influence of this project on
01:38	10	further traffic delays.
01:39	11	CHAIRWOMAN HEMBREE: Just ask a
01:39	12	question.
01:39	13	MR. NEWMAN: Just ask your question.
01:39	14	MR. STAR: I will ask a question.
01:39	15	Your model, I presume, assumes steady
01:39	16	day flow. In what way does it address traffic
01:39	17	congestion and the added traffic input leaving in the
01:39	18	morning in terms of aggravating existing traffic
01:39	19	flows?
01:39	20	THE WITNESS: Will, we didn't run an
01:39	21	analysis, we have no model, so we didn't do that
01:39	22	here.
01:39	23	MR. STAR: I would think that traffic
01:39	24	delays are a big thing. Is there a way --
01:39	25	CHAIRWOMAN HEMBREE: Question.
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01:39	1	MR. STAR: Is there a way to assess the
01:39	2	added delays caused by right turn egress?
01:39	3	THE WITNESS: What Mr. Intindola
01:39	4	brought up, that we were going to do, is an analysis
01:39	5	of the driveway for the four different conditions
01:39	6	that we specified before.
01:39	7	MR. STAR: With right turn ingress and
01:39	8	right turn egress, people leaving, in order to leave
01:39	9	the site and head in different directions will have
01:39	10	to go up Highview --
01:39	11	CHAIRWOMAN HEMBREE: Mr. Star, you've
01:39	12	got to ask a question.
01:40	13	MR. STAR: In what way has that loop
01:40	14	effect been addressed, is being addressed?
01:40	15	THE WITNESS: It has not, because
01:40	16	there's a reduction in the number of vehicles coming
01:40	17	to and from the site.
01:40	18	MR. STAR: That assumes the input
01:40	19	data --
01:40	20	CHAIRWOMAN HEMBREE: Question.
01:40	21	MR. STAR: In what way, what levels of
01:40	22	occupancy have you used in your model in terms of
01:40	23	what was there before under the commercial building
01:40	24	versus what will be there during the occupation of
01:40	25	high density housing?
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01:40	1	THE WITNESS: The level of occupancy
01:40	2	ranges anywhere from 85 to 95 percent of any use,
01:40	3	basically, in the ITE.
01:40	4	MR. STAR: What level of occupancy did
01:40	5	you assume for the commercial building and what level
01:40	6	of occupancy did you assume for the residential
01:40	7	development?
01:40	8	THE WITNESS: Again, it ranges anywhere
01:40	9	from 85 to 95, depending on the land use. That's the
01:40	10	answer.
01:40	11	MR. NEWMAN: In other words, you didn't
01:40	12	do any discounting for the fact that this particular
01:41	13	building is not fully occupied?
01:41	14	THE WITNESS: No.
01:41	15	MR. NEWMAN: You just used a standard,
01:41	16	and they set the standard that generally there's 85-
01:41	17	to 90-percent occupancy in an office building?
01:41	18	THE WITNESS: Right.
01:41	19	MR. NEWMAN: And they have their own
01:41	20	standard for residential that you used, standards?
01:41	21	THE WITNESS: Yes.
01:41	22	MR. STAR: Because in the morning there
01:41	23	will be egress, and as the rush hour traffic, in what
01:41	24	way can you assess the added delay?
01:41	25	I know you haven't addressed it, but I
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<p style="text-align: right;">81</p> <p>01:41 1 think it is important to address it. Will the board</p> <p>01:41 2 ask too that the applicant address the additional</p> <p>01:41 3 delay factor?</p> <p>01:41 4 THE WITNESS: That's what Mr. Intindola</p> <p>01:41 5 asked, and that's what we're going to do.</p> <p>01:41 6 MR. STAR: And that will be presented</p> <p>01:41 7 to the board?</p> <p>01:41 8 CHAIRWOMAN HEMBREE: Yes, of course.</p> <p>01:41 9 THE WITNESS: Yes.</p> <p>01:41 10 MR. STAR: Has your analysis been</p> <p>01:41 11 presented to the Bergen County engineers, besides</p> <p>01:41 12 Woodcliff Lake?</p> <p>01:41 13 THE WITNESS: We haven't done the</p> <p>01:41 14 analysis yet.</p> <p>01:41 15 MR. STAR: Your report will be</p> <p>01:41 16 submitted to him?</p> <p>01:41 17 THE WITNESS: When we submit the</p> <p>01:41 18 application, yes.</p> <p>01:41 19 MR. STAR: Will you address the added</p> <p>01:41 20 delay fact on traffic from additional pedestrians?</p> <p>01:42 21 THE WITNESS: Additional pedestrians at</p> <p>01:42 22 the driveway? No.</p> <p>01:42 23 MR. STAR: No, crossing over to the</p> <p>01:42 24 train station.</p> <p>01:42 25 THE WITNESS: We're only looking at the</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">83</p> <p>01:42 1 environmental, for their review? I could give you</p> <p>01:42 2 his name and contact information.</p> <p>01:43 3 CHAIRWOMAN HEMBREE: Just ask the</p> <p>01:43 4 questions.</p> <p>01:43 5 THE WITNESS: No.</p> <p>01:43 6 MR. STAR: Any particular reason why?</p> <p>01:43 7 THE WITNESS: Not required.</p> <p>01:43 8 MR. STAR: I leave this to the zoning</p> <p>01:43 9 board.</p> <p>01:43 10 MR. KRIGSMAN: Hi. My name is David</p> <p>01:43 11 Krigsmann. I live on Highview.</p> <p>01:43 12 Do you think the corner of Highview and</p> <p>01:43 13 Broadway is especially dangerous?</p> <p>01:43 14 THE WITNESS: I didn't say it was or</p> <p>01:43 15 wasn't.</p> <p>01:43 16 MR. KRIGSMAN: Okay. What day did you</p> <p>01:43 17 observe?</p> <p>01:43 18 You did observe the area, I assume, a</p> <p>01:43 19 little bit?</p> <p>01:43 20 THE WITNESS: Multiple days, yes.</p> <p>01:43 21 MR. KRIGSMAN: Were you there on</p> <p>01:43 22 January 21st, when my son's bus was hit on that turn?</p> <p>01:43 23 THE WITNESS: No.</p> <p>01:43 24 MR. KRIGSMAN: No, you weren't there so</p> <p>01:43 25 you didn't see it.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">82</p> <p>01:42 1 driveway.</p> <p>01:42 2 MR. STAR: In terms of crossing the</p> <p>01:42 3 road and effects on traffic there, will that be</p> <p>01:42 4 assessed?</p> <p>01:42 5 THE WITNESS: No.</p> <p>01:42 6 MR. NEWMAN: Is there a crosswalk?</p> <p>01:42 7 THE WITNESS: At the traffic signal,</p> <p>01:42 8 there's a crosswalk.</p> <p>01:42 9 MR. STAR: But it's really not used or</p> <p>01:42 10 used very sparingly. It will be made to be used</p> <p>01:42 11 more so in the future, and I think that should be</p> <p>01:42 12 looked at.</p> <p>01:42 13 MR. NEWMAN: Next question.</p> <p>01:42 14 MR. STAR: Okay.</p> <p>01:42 15 Will it be submitted to New Jersey</p> <p>01:42 16 Transit, your report?</p> <p>01:42 17 THE WITNESS: No.</p> <p>01:42 18 MR. STAR: In terms of the risk to New</p> <p>01:42 19 Jersey Transit property, the risk of an accident at</p> <p>01:42 20 the crossing, I would think it should be submitted to</p> <p>01:42 21 New Jersey Transit.</p> <p>01:42 22 CHAIRWOMAN HEMBREE: Do you have a</p> <p>01:42 23 question?</p> <p>01:42 24 MR. STAR: Will it be submitted to the</p> <p>01:42 25 chief engineer, who's responsible for design and</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">84</p> <p>01:43 1 Do you believe the increased congestion</p> <p>01:43 2 will make that happen more often? You know,</p> <p>01:43 3 accidents with kids or adults? Don't know?</p> <p>01:43 4 THE WITNESS: I can't answer those</p> <p>01:43 5 questions.</p> <p>01:43 6 CHAIRWOMAN HEMBREE: No.</p> <p>01:43 7 MR. KRIGSMAN: All right. Thank you</p> <p>01:43 8 for your time. It makes a lot of sense.</p> <p>01:44 9 THE WITNESS: Yeah, to you it does.</p> <p>01:44 10 MR. KRIGSMAN: What did you say?</p> <p>01:44 11 THE WITNESS: It does to you.</p> <p>01:44 12 MR. COUTO: Alex Couto, Woodcliff Lake.</p> <p>01:44 13 On the study you presented, did you</p> <p>01:44 14 have a total number of vehicles Broadway north and</p> <p>01:44 15 south for the day?</p> <p>01:44 16 THE WITNESS: For the whole day? Yes.</p> <p>01:44 17 MR. COUTO: What was the number? It</p> <p>01:44 18 didn't register.</p> <p>01:44 19 THE WITNESS: No, we didn't provide a</p> <p>01:44 20 total, we didn't even provide actual numbers on this</p> <p>01:44 21 graphic, right, it's more of a what happens during</p> <p>01:44 22 the course of the day.</p> <p>01:44 23 So, if the board would like, we could</p> <p>01:44 24 submit the actual data that shows what's happening on</p> <p>01:44 25 a 15-minute basis for the period of time that we have</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

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01:44 1 the data.

01:44 2 MR. COUTO: If the board wants or not.

01:44 3 As a resident, it would be good for me, but it's up

01:45 4 to the board.

01:45 5 I have another question.

01:45 6 Did you do a study on the Causeway

01:45 7 traffic east and west, the same, similar to Broadway?

01:45 8 THE WITNESS: No, we have not done any

01:45 9 analysis so far, and we're going to do an analysis of

01:45 10 the driveway.

01:45 11 MR. COUTO: Okay. Is there a plan to

01:45 12 do an analysis of the traffic on the Causeway east

01:45 13 and west?

01:45 14 THE WITNESS: No.

01:45 15 MR. COUTO: Okay.

01:45 16 Another question. You presented a plan

01:45 17 that converting to residential is going to lower the

01:45 18 number of trips, correct?

01:45 19 THE WITNESS: Yes.

01:45 20 MR. COUTO: So, if I'm correct, one

01:45 21 building would have 37 apartments and one another 23.

01:45 22 Am I correct?

01:45 23 THE WITNESS: I think it was 36 and 24.

01:45 24 MR. COUTO: Around there.

01:45 25 THE WITNESS: That was a trick

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01:46 1 question.

01:46 2 MR. COUTO: No, I wasn't correct.

01:46 3 THE WITNESS: Just kidding.

01:46 4 MR. PRINCIPOTTO: It's got to add up to

01:46 5 60, though.

01:46 6 MR. COUTO: Adds up to 60.

01:46 7 Now, you're aware that the board is

01:46 8 concerned about the additional traffic on Broadway?

01:46 9 THE WITNESS: I am.

01:46 10 MR. COUTO: So in the traffic study,

01:46 11 you did consider two buildings?

01:46 12 THE WITNESS: Yes.

01:46 13 MR. COUTO: So if we just kept one

01:46 14 building, there would be less cars, considered less

01:46 15 cars, maybe 30 percent less?

01:46 16 THE WITNESS: There would be less cars,

01:46 17 yes.

01:46 18 MR. COUTO: Correct.

01:46 19 Then we go to another area, we're both

01:46 20 not experts in fires, but just mathematically-wise

01:46 21 for safety-wise.

01:46 22 Sorry. I take a lot of notes.

01:46 23 CHAIRWOMAN HEMBREE: Those are all your

01:46 24 next questions?

01:46 25 MR. COUTO: No, it's my notes. Not

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01:46 1 that many.

01:46 2 THE WITNESS: It's page 6 of 23.

01:46 3 [LAUGHTER]

01:46 4 THE WITNESS: That's a lot.

01:46 5 MR. COUTO: Not that many.

01:47 6 I wasn't aware of this, but are you

01:47 7 aware of what time families have to escape a fire in

01:47 8 a house?

01:47 9 THE WITNESS: I don't.

01:47 10 MR. COUTO: No. Okay. I did some --

01:47 11 THE WITNESS: The architect may know.

01:47 12 MR. COUTO: Okay. I'll keep quiet.

01:47 13 MR. NEWMAN: He just told you he has no

01:47 14 idea what you're talking about.

01:47 15 MR. COUTO: Okay. Thank you.

01:47 16 Are you aware of the most likely time

01:47 17 of the day that the fire will start in a household?

01:47 18 THE WITNESS: No.

01:47 19 MR. COUTO: I'll present this later.

01:47 20 Okay.

01:47 21 Do you know the distance from the fire

01:47 22 department to 188 Broadway?

01:47 23 THE WITNESS: I do not.

01:47 24 MR. COUTO: Okay. I did the math, but

01:47 25 maybe I shouldn't say, I guess.

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01:47 1 I mean --

01:47 2 MR. NEWMAN: I don't think the answer

01:47 3 to that question helps you.

01:47 4 MR. COUTO: And Google is one way.

01:47 5 Okay.

01:47 6 The question is, would you have any

01:48 7 idea what average speed fire department would take

01:48 8 from the fire department to Broadway, whatever speed

01:48 9 could you expect the fire department to take?

01:48 10 MR. DELIA: You know, any of these fire

01:48 11 questions, I have to object to them. We made it

01:48 12 clear, Mr. Luglio is not an expert in fire, and these

01:48 13 questions go well beyond any questions asked by the

01:48 14 board on this particular issue.

01:48 15 MR. COUTO: Okay. Well said. I

01:48 16 understand.

01:48 17 I mean, just my concern, because I saw

01:48 18 the 10 miles per hour.

01:48 19 CHAIRWOMAN HEMBREE: We already heard

01:48 20 you.

01:48 21 MR. NEWMAN: Just so you understand,

01:48 22 the 10 miles per hour is when they get there, they're

01:48 23 not going to go 10 miles an hour over the reservoir.

01:48 24 MR. COUTO: That's why I asked.

01:48 25 MR. NEWMAN: The lights are going to

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01:48 **1** go, and they're going to turn, and then when they get
 01:48 **2** there, that's when it's 10 miles.
 01:48 **3** MR. COUTO: Let me ask a question.
 01:48 **4** MR. HAYES: We will also have a
 01:48 **5** representative from the fire department here.
 01:49 **6** MR. COUTO: Will be able to address
 01:49 **7** this question.
 01:49 **8** MR. NEWMAN: And he said, when he ran
 01:49 **9** the data, it was a 10, and the truck could be 10 to
 01:49 **10** 15. I didn't miss that.
 01:49 **11** MR. COUTO: It could be faster,
 01:49 **12** hopefully 30 miles an hour, so he would get their
 01:49 **13** quick.
 01:49 **14** MR. NEWMAN: Next question.
 01:49 **15** MR. COUTO: So my concern is, as it is
 01:49 **16** to the board, is it possible to get the study about
 01:49 **17** the Causeway traffic? Because that will affect how
 01:49 **18** quickly the fire department --
 01:49 **19** MR. NEWMAN: I would have to tell you
 01:49 **20** that a study on the Causeway traffic is a little
 01:49 **21** beyond the scope.
 01:49 **22** CHAIRWOMAN HEMBREE: That's okay, Gary.
 01:49 **23** You can talk.
 01:49 **24** MR. NEWMAN: Okay. I would say that
 01:49 **25** that's a little bit beyond the duty of this
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01:49 **1** applicant.
 01:49 **2** And I will also note that there are a
 01:49 **3** lot farther places in Woodcliff Lake than this
 01:49 **4** project would be from the fire department.
 01:49 **5** MR. COUTO: My only concern --
 01:49 **6** CHAIRWOMAN HEMBREE: And I am losing
 01:49 **7** control, so let's move this along.
 01:49 **8** MR. COUTO: My only concern is how
 01:49 **9** quickly can the fire department get there.
 01:49 **10** CHAIRWOMAN HEMBREE: They are coming
 01:50 **11** next month.
 01:50 **12** MR. COUTO: Thank you very much.
 01:50 **13** THE WITNESS: Okay.
 01:50 **14** CHAIRWOMAN HEMBREE: Oh, my gosh. Hi.
 01:50 **15** How are you?
 01:50 **16** MS. BORRELLI: Hi. Nice to see you
 01:50 **17** too. I'm not going to bite.
 01:50 **18** Ann Marie Borrelli, Woodcliff Lake.
 01:50 **19** A question.
 01:50 **20** You had mentioned 29 cars leaving? Did
 01:50 **21** you say 29 cars?
 01:50 **22** THE WITNESS: AM peak hour?
 01:50 **23** MS. BORRELLI: Yes.
 01:50 **24** THE WITNESS: Yup -- well, 29 total, so
 01:50 **25** it would be six in and 23 out.
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01:50 **1** MS. BORRELLI: Six in in the morning
 01:50 **2** coming in?
 01:50 **3** THE WITNESS: Well, no. In the AM peak
 01:50 **4** hour, we have 29 total in the AM peak hour.
 01:50 **5** MS. BORRELLI: 29 leaving?
 01:50 **6** THE WITNESS: Six would be coming and
 01:50 **7** 23 would be going out.
 01:50 **8** MS. BORRELLI: How do you know that?
 01:50 **9** I'm just --
 01:50 **10** THE WITNESS: Again, just based on --
 01:50 **11** MS. BORRELLI: How did you know that?
 01:51 **12** Did you rent the apartments already?
 01:51 **13** That was a question.
 01:51 **14** MR. PRINCIOTTO: Wait.
 01:51 **15** MR. DELIA: This was not a question, by
 01:51 **16** any means.
 01:51 **17** MS. BORRELLI: This is a serious
 01:51 **18** question. How does he know that?
 01:51 **19** MR. NEWMAN: Actually, the question
 01:51 **20** itself, it's a pretty good question.
 01:51 **21** MR. DELIA: It's a good question.
 01:51 **22** MR. NEWMAN: What do you base your data
 01:51 **23** on?
 01:51 **24** MS. BORRELLI: You don't have to stand
 01:51 **25** up and object.
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01:51 **1** MR. DELIA: I'm not objecting, I'm
 01:51 **2** agreeing with you. It's a good question.
 01:51 **3** MS. BORRELLI: I'm just curious, where
 01:51 **4** did you pull those numbers out of?
 01:51 **5** THE WITNESS: Well, obviously I don't
 01:51 **6** live in the building yet, so everything that we base
 01:51 **7** our trip assessment is based on the ITE Trip
 01:51 **8** Generation Manual. It's a standard.
 01:51 **9** MS. BORRELLI: Okay. So, at this time,
 01:51 **10** those numbers are really meaningless, then, right?
 01:51 **11** Correct?
 01:51 **12** THE WITNESS: That's not correct.
 01:51 **13** MS. BORRELLI: Because you don't know
 01:51 **14** how many people are actually going to have cars that
 01:51 **15** live in the apartment and you can't --
 01:51 **16** CHAIRWOMAN HEMBREE: Ask your question,
 01:51 **17** Ann Marie, please.
 01:51 **18** MS. BORRELLI: I'm asking the question.
 01:51 **19** At this point in time, do you know how
 01:51 **20** many people rent, tenants, will actually have a car
 01:52 **21** that need to go to work and not take the train?
 01:52 **22** MR. NEWMAN: Well, he knows how many
 01:52 **23** parking spots and how many units there are and how
 01:52 **24** many adults are proposed. They're like averages.
 01:52 **25** You know, they take all the apartment buildings, and
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01:52 1 you'll correct me if I'm wrong, and they take all the
 01:52 2 apartment buildings and they say, okay, what is the
 01:52 3 average.
 01:52 4 So, in this particular project, could
 01:52 5 it be a little bit above or a little bit below? I
 01:52 6 mean, it could, but I think the applicant's point is
 01:52 7 that if they built these apartments, the averages for
 01:52 8 the office building would still be greater than the
 01:52 9 averages for the apartments. So, if anything,
 01:52 10 they're reducing the number of cars.
 01:52 11 Now, as we discussed earlier, they're
 01:52 12 flipping ingress and egress, so that's something that
 01:52 13 we're going to look at. But no matter which way you
 01:53 14 slice it, you know, think of an office building,
 01:53 15 people show up for work in the morning, more people
 01:53 16 occupy a 40,000-square-foot office building during
 01:53 17 the day than people would occupy 60 apartments. It's
 01:53 18 just, you know, you have a certain square footage of
 01:53 19 an apartment, 3, 4 people, whatever, live in an
 01:53 20 apartment or 2 or 3 people, whereas the people who
 01:53 21 work in an office building, they have cubicles.
 01:53 22 That's why the parking requirements are less for
 01:53 23 residential versus an office building, you have to
 01:53 24 provide parking for all those people.
 01:53 25 So I hope that answered your question.
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01:53 1 You can ask your next question.
 01:53 2 Am I wrong about any of that?
 01:53 3 CHAIRWOMAN HEMBREE: Gary --
 01:53 4 THE WITNESS: You are not wrong.
 01:53 5 CHAIRWOMAN HEMBREE: Thank you, Gary.
 01:53 6 Do you charge?
 01:53 7 MS. BORRELLI: But based on the numbers
 01:53 8 that they're showing here, you're showing that it's
 01:53 9 not going to have a major impact, correct?
 01:54 10 THE WITNESS: It's actually going to be
 01:54 11 reverse, right, it's going to have less traffic as
 01:54 12 opposed to the office building.
 01:54 13 MS. BORRELLI: But that's based off of
 01:54 14 saying that there's only 29 cars, but it could be
 01:54 15 more and it could wind up being equal to the
 01:54 16 apartment building or it could even be -- I mean,
 01:54 17 equal to the office building or it could be more,
 01:54 18 depending on how many of the tenants actually have
 01:54 19 cars that need to drive to work so --
 01:54 20 THE WITNESS: I don't believe so.
 01:54 21 MS. BORRELLI: Well, again, you're
 01:54 22 basing --
 01:54 23 CHAIRWOMAN HEMBREE: That's his answer.
 01:54 24 You can't argue with him.
 01:54 25 MS. BORRELLI: Well, I would like to,
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01:54 1 but I'm not.
 01:54 2 [LAUGHTER]
 01:54 3 CHAIRWOMAN HEMBREE: Yes.
 01:54 4 THE WITNESS: I'm honestly afraid of
 01:54 5 her.
 01:54 6 MR. NEWMAN: On this particular topic,
 01:54 7 you'll lose that argument.
 01:54 8 MS. BORRELLI: Well, I'll address that
 01:54 9 another time.
 01:54 10 Okay. Now, when you were showing about
 01:54 11 the fire truck, you kept saying "fire truck."
 01:54 12 CHAIRWOMAN HEMBREE: He's not the fire
 01:54 13 expert.
 01:54 14 MS. BORRELLI: But he did show a
 01:54 15 diagram, and my question is on the diagram.
 01:55 16 You showed a diagram and you kept
 01:55 17 saying "truck," so, only one fire truck? Was your
 01:55 18 scenario on one fire truck, because you just kept
 01:55 19 saying one fire truck, you kept saying "truck," not
 01:55 20 trucks?
 01:55 21 THE WITNESS: Yes.
 01:55 22 It doesn't show on here, the largest
 01:55 23 truck, the truck that we actually were asked by the
 01:55 24 fire department to utilize is their ladder truck and
 01:55 25 the dimensions of their ladder truck. So any other
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01:55 1 truck would be smaller and definitely fit.
 01:55 2 MS. BORRELLI: And so that ladder truck
 01:55 3 has to back out, has to back out?
 01:55 4 THE WITNESS: No, the fire truck would
 01:55 5 --
 01:55 6 MS. BORRELLI: It was hard to
 01:55 7 understand.
 01:55 8 THE WITNESS: -- head in, and then it
 01:55 9 would back up into this area where just beyond here
 01:55 10 are the Dumpsters, and then be able to pull out head
 01:55 11 first.
 01:55 12 MR. PRINCIOTTO: Are you looking at
 01:55 13 A-14?
 01:55 14 THE WITNESS: Yes.
 01:55 15 MS. BORRELLI: Okay. So worst case
 01:55 16 scenario, and it is a large fire that is out of
 01:55 17 control, let's look at the worst case scenario, it's
 01:56 18 a fire in the back building that's close to the
 01:56 19 woods, the train is in, the Causeway is backed up,
 01:56 20 Broadway is backed up, and the fire trucks need to
 01:56 21 get there, and everything is backed up. There's a
 01:56 22 wind that's taking the fire up the hill, and it's
 01:56 23 potentially dangerous to the homes up the hill.
 01:56 24 MR. NEWMAN: Is there a rainstorm?
 01:56 25 MS. BORRELLI: No, there is no rain,
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01:56 1 it's a drought, the woods are completely dry, it's
 01:56 2 the worst case scenario.
 01:56 3 MR. DELIA: We know this gentleman is
 01:56 4 not a fire expert. This question is, again, not for
 01:56 5 this gentleman.
 01:56 6 MS. BORRELLI: So I will ask the fire
 01:56 7 department. Okay, I will ask the fire department.
 01:56 8 Okay. All right.
 01:56 9 Okay. Do I have anything else for you?
 01:56 10 Okay. I think that's it then. All
 01:56 11 right. Thank you very much.
 01:56 12 THE WITNESS: Thank you.
 01:56 13 MS. BORRELLI: See, I wasn't too bad,
 01:56 14 was I?
 01:56 15 THE WITNESS: I'm still afraid.
 01:56 16 [LAUGHTER]
 01:56 17 CHAIRWOMAN HEMBREE: Somebody just
 01:56 18 dinged, who was it? Oh, okay.
 01:56 19 MS. GELLERT: Hi. Sally Gellert, 210
 01:57 20 Broadway.
 01:57 21 I'm curious about the difference
 01:57 22 between residential traffic and commercial traffic.
 01:57 23 You're giving us information on peak hours, which are
 01:57 24 based on commuting hours, obviously, but isn't peak
 01:57 25 residential like Saturday shopping traffic and all

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01:57 1 that kind of stuff?
 01:57 2 THE WITNESS: So, just specifically on
 01:57 3 a Saturday, people leave not in a concentrated hour
 01:57 4 on a Saturday, so it's more spread out during the
 01:57 5 whole period.
 01:57 6 MS. GELLERT: So all day we have more
 01:57 7 traffic?
 01:57 8 THE WITNESS: Yes. So, I mean, when we
 01:57 9 look at having 16 and 16, 32, that might actually
 01:57 10 occur during many hours of the day, not just that,
 01:57 11 you know, peak hour. So, yes, you're right.
 01:57 12 MS. GELLERT: Okay. I'm assuming that
 01:57 13 the -- and let me not assume. Why is there a
 01:57 14 difference between the office building morning cars
 01:58 15 and afternoon cars? You got like one is 66 and one
 01:58 16 is 81? Aren't the same people coming and going?
 01:58 17 THE WITNESS: Well, generally speaking,
 01:58 18 for an office building, everyone really arrives at
 01:58 19 the same time or near the same time, let's just say
 01:58 20 9:00 in the morning, whereas in the PM peak hour,
 01:58 21 people leave at different times and they don't
 01:58 22 necessarily have the same trip back home.
 01:58 23 So I might take one route to get to
 01:58 24 work, but in the PM peak hour I may have to go pick
 01:58 25 up groceries or children or something like that.

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01:58 1 MS. GELLERT: Got it. Okay.
 01:58 2 In terms of pedestrian pathways, how
 01:58 3 many doors are there to these buildings and where are
 01:58 4 they? Because is everybody going to take that path
 01:58 5 or are they going to look for a shorter distance?
 01:58 6 THE WITNESS: Well, I really would have
 01:59 7 to defer back to the architect on the number of
 01:59 8 access points. I concentrated my efforts on -- I
 01:59 9 forgot the name, what's the number of this, A what?
 01:59 10 MR. DELIA: A-17.
 01:59 11 THE WITNESS: On A-17, to basically be
 01:59 12 from the farthest midpoint of the new building,
 01:59 13 that's 850 feet. So there's obviously an access
 01:59 14 point from the existing building in facing the new
 01:59 15 building itself. You could also come out through the
 01:59 16 garage. All of those would be shorter distances, so,
 01:59 17 really, the architectural plans would have all of the
 01:59 18 access points to the building.
 01:59 19 MS. GELLERT: Okay. So I'm wondering
 01:59 20 if there are access points on the north half of the
 01:59 21 building, yeah, that end, and, yeah, are they going
 01:59 22 to walk through our property basically?
 01:59 23 THE WITNESS: Well, the access, the
 01:59 24 existing staircase on the north side of the building,
 01:59 25 that staircase goes to the east, to the parking lot,

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02:00 1 and there's a significant grade.
 02:00 2 Right now, as far as I know, people are
 02:00 3 going to be concentrated to really walk between the
 02:00 4 two buildings or in the underground parking area and
 02:00 5 back out onto the street.
 02:00 6 However, it's possible for someone to,
 02:00 7 you know, walk anywhere on site.
 02:00 8 MS. GELLERT: The distance between the
 02:00 9 two buildings is how much?
 02:00 10 THE WITNESS: It's probably under
 02:00 11 100 feet. Yeah, because, I mean, the building is
 02:00 12 offset a little bit.
 02:00 13 MS. GELLERT: Right.
 02:00 14 Okay. I think that's it. Thank you.
 02:00 15 THE WITNESS: Thank you.
 02:00 16 MR. FRITZ: Michael Fritz, One Edward
 02:00 17 Place.
 02:01 18 Could we go back to the picture that
 02:01 19 was presented last time, with all of the cars
 02:01 20 pictured. I think it was on the other presentation.
 02:01 21 THE WITNESS: Uh-huh.
 02:01 22 MR. DELIA: Lou, do we have just the
 02:01 23 one copy?
 02:01 24 THE WITNESS: No, we have another one.
 02:01 25 MR. DELIA: Thank you.

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02:01 1 MR. FRITZ: So, my question was, of the
 02:01 2 complete traffic that the office building is
 02:01 3 generating, how much percent is that peak hour that
 02:01 4 you picked out to compare? Like is it 80 percent,
 02:01 5 or, I mean, let's say half and half, AM and PM peak
 02:01 6 hour?
 02:01 7 THE WITNESS: I would say that the AM
 02:01 8 or PM peak hour represents anywhere from 10 to 15
 02:02 9 percent of the overall daily traffic.
 02:02 10 MR. FRITZ: Of the office building?
 02:02 11 THE WITNESS: In general of any land
 02:02 12 use. I mean, in general it's about 10 to 15 percent
 02:02 13 that happens in the peak hour.
 02:02 14 MR. FRITZ: And compared to the
 02:02 15 multifamily, was there a difference?
 02:02 16 THE WITNESS: No, there really wouldn't
 02:02 17 be a difference, because, again, it's the peak hour
 02:02 18 of the multifamily. So --
 02:02 19 MR. FRITZ: Okay, but I would like to
 02:02 20 see the complete data and the percentage.
 02:02 21 MR. DELIA: May he finish answering the
 02:02 22 question, please? He started to answer the question
 02:02 23 and he got interrupted.
 02:02 24 THE WITNESS: You really have to go
 02:02 25 back to what happens over the course of the day.

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02:02 1 MR. FRITZ: Yes. I'm glad you provided
 02:02 2 that overview.
 02:02 3 THE WITNESS: And similar to what
 02:02 4 happens on Broadway with traffic volume, the same
 02:02 5 thing really happens with any development in terms of
 02:02 6 what's happening during the course of a day.
 02:03 7 The peak hour, whether it be AM or PM,
 02:03 8 represents the highest number of vehicles that are
 02:03 9 coming in and out of the site. The hour before that,
 02:03 10 it's not as high, but it could be very close. The
 02:03 11 peak hour -- the hour after, and you could see just
 02:03 12 on the volume on the roadway, the peak hour in the AM
 02:03 13 is the highest, but the one hour before, it is still
 02:03 14 pretty high. The hour after it is still pretty high.
 02:03 15 It's very similar where you would have the peak hour,
 02:03 16 but on either side you would have vehicles coming in
 02:03 17 and out of the development.
 02:03 18 MR. FRITZ: Okay, but would you agree
 02:03 19 that the office building has most of its traffic
 02:03 20 coming in in the morning in the peak hours, that's
 02:03 21 the 100-percent traffic of coming in in the morning
 02:03 22 and at night, and a little traffic in the middle
 02:03 23 because people are at work, they don't come in all
 02:03 24 the time?
 02:03 25 THE WITNESS: Oh, people do come in and

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02:03 1 out of work during the day, yes.
 02:03 2 MR. FRITZ: Okay. Could we get the
 02:03 3 office line also in here, so we can see the actual
 02:04 4 difference between the office and the residential
 02:04 5 use?
 02:04 6 THE WITNESS: There's really not much
 02:04 7 of a difference, but I think actually --
 02:04 8 MR. FRITZ: From the picture, it looks
 02:04 9 like much of a difference.
 02:04 10 THE WITNESS: Actually I think the
 02:04 11 graphics that the board has may actually have the
 02:04 12 office component on it, but I could provide that to
 02:04 13 the board.
 02:04 14 MR. FRITZ: Okay.
 02:04 15 THE WITNESS: It's just not shown on
 02:04 16 this graph.
 02:04 17 MR. FRITZ: Just to be able to compare
 02:04 18 the business and the residential.
 02:04 19 Could we maybe get totals too? Do you
 02:04 20 have totals?
 02:04 21 THE WITNESS: So you see (indicating.)
 02:04 22 MR. FRITZ: So it does generate traffic
 02:04 23 here too?
 02:04 24 THE WITNESS: Yes.
 02:04 25 MR. FRITZ: Okay, that's basically it.

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02:04 1 So you have totals, you don't have the
 02:04 2 totals from comparing from before 100 percent?
 02:04 3 THE WITNESS: I could provide the
 02:04 4 actual data to the board, and then you should be able
 02:04 5 to get that from the board.
 02:05 6 MR. FRITZ: Okay. One more question I
 02:05 7 have is, we have the possibility that people take the
 02:05 8 train instead of the car. Did we deduct any train
 02:05 9 traffic from the --
 02:05 10 THE WITNESS: No.
 02:05 11 MR. FRITZ: No, we didn't.
 02:05 12 Okay. Thank you.
 02:05 13 MR. COUTO: I have some questions
 02:05 14 ability the Causeway, if you don't mind. Sorry.
 02:05 15 MR. NEWMAN: Is there anybody else who
 02:05 16 has not yet had a turn?
 02:05 17 MR. COUTO: Okay.
 02:05 18 MR. BERNICH: Pete Bernich, 15
 02:05 19 Cressfield Court, Woodcliff Lake.
 02:05 20 A-17, please.
 02:05 21 Oh, you're on it. Okay.
 02:05 22 When you indicated the width of this
 02:05 23 driveway, would you repeat the dimension again,
 02:05 24 please? I heard 40 feet.
 02:05 25 THE WITNESS: Forty feet, curb-to-curb,

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02:06 1 existing condition.

02:06 2 MR. BERNICH: Thank you.

02:06 3 CHAIRWOMAN HEMBREE: Madam.

02:06 4 MR. PRINCIOTTO: Wait, someone else has

02:06 5 a question, Mr. Couto.

02:06 6 Step forward, ma'am. Thank you.

02:06 7 MR. JEFFAS: Laura Jeffas, 39 Kenwood

02:06 8 Drive, Woodcliff Lake.

02:06 9 I just have a question about the fire,

02:06 10 and I know you're not the fire expert.

02:06 11 THE WITNESS: You want to look at this

02:06 12 or you want to look at that?

02:06 13 MS. JEFFAS: I don't know, let me see

02:06 14 what the other one is and I'll tell you.

02:06 15 This is building #2, correct?

02:06 16 THE WITNESS: Yes.

02:06 17 MS. JEFFAS: And this is just a small

02:06 18 turnaround, we'll call it?

02:06 19 THE WITNESS: Yes. I want to --

02:06 20 MS. JEFFAS: But there's only one

02:06 21 access to the building, I mean, to the facility, I'll

02:06 22 call it, correct?

02:06 23 THE WITNESS: That's right, yeah.

02:06 24 MS. JEFFAS: So there's no auxiliary,

02:06 25 there's no gated area that that fire department can

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02:06 1 get through to get in here?

02:06 2 THE WITNESS: No, mainly because of the

02:06 3 grade between Broadway and the area of the parking.

02:06 4 MS. JEFFAS: But is there -- and I know

02:07 5 this is not a full picture. This is all woods up

02:07 6 here?

02:07 7 THE WITNESS: Yes.

02:07 8 MS. JEFFAS: So if building #2 --

02:07 9 THE WITNESS: So this is building #2.

02:07 10 MS. JEFFAS: -- is on fire, the buffer

02:07 11 is this here, but there's no way to get trucks behind

02:07 12 it. Is that correct?

02:07 13 MR. PRINCIOTTO: Are you still

02:07 14 referring to A-14?

02:07 15 THE WITNESS: No, I'm back to A-17.

02:07 16 MR. HAYES: I believe Gary asked this

02:07 17 question earlier.

02:07 18 MR. NEWMAN: Yes, and I think we

02:07 19 determined that the person to ask is the person that

02:07 20 would actually have to fight the fire.

02:07 21 MS. JEFFAS: Right. I'm just asking.

02:07 22 So the fire truck turns around where? I don't think

02:07 23 I understand.

02:07 24 THE WITNESS: So, again, on A-17 this

02:07 25 is the driveway. So the fire truck would be able to

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02:07 1 come in here, and then it would have to back into

02:07 2 this area, which is the area in front of the

02:07 3 dumpster, to then head back out.

02:07 4 MS. JEFFAS: Okay. And there's no

02:07 5 parking along this driveway at all, right?

02:07 6 THE WITNESS: Right now there is, but

02:07 7 in the future, no.

02:07 8 MS. JEFFAS: No.

02:07 9 All right. Thank you.

02:07 10 MR. NEWMAN: Anybody else who hasn't

02:07 11 gone?

02:08 12 MR. COUTO: A couple of quick

02:08 13 questions. I mean, my question is --

02:08 14 CHAIRWOMAN HEMBREE: You have time for

02:08 15 one.

02:08 16 MR. COUTO: Very quick.

02:08 17 Would it be possible to take the bushes

02:08 18 out and make the entrance wider? Would that be

02:08 19 possible as part of the project?

02:08 20 THE WITNESS: For the driveway itself?

02:08 21 MR. COUTO: Yes, just from a safety

02:08 22 point of view, taking the bushes out and making it

02:08 23 wider, would it be possible?

02:08 24 THE WITNESS: I think on A-17, the

02:08 25 insert that we're talking about, the photo on the

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02:08 1 southwest portion of the building, what we talked

02:08 2 about with the planner would be to take out some of

02:08 3 this landscaping, probably back to the building, so

02:08 4 that we could put in a 5-foot sidewalk.

02:08 5 So, yes, it might be partially in the

02:08 6 landscaped area, partially in the paved area. I

02:08 7 would have to check with the site engineer on

02:08 8 coverage, but, yes, we would be able to remove some

02:08 9 of that. And, again, I would defer back, as far as

02:09 10 landscaping, back to the site plan and the

02:09 11 architectural plan.

02:09 12 MR. COUTO: Okay. So it would be

02:09 13 possible an engineer to try to make it as wide as

02:09 14 possible for the safety? It would be possible for

02:09 15 them to try to make it wider?

02:09 16 THE WITNESS: Oh, I see your point.

02:09 17 As wide as possible? I believe what we

02:09 18 are ending up with is still pretty wide. It's

02:09 19 40 feet now. Even if we put in the 5-foot sidewalk

02:09 20 at 35, it's still pretty wide.

02:09 21 Normally we would have a 24-foot drive

02:09 22 aisle. This would end up being 15 feet in each

02:09 23 direction, at a minimum a 30-foot drive aisle. So

02:09 24 the minimum requirement from fire would be 18 feet,

02:09 25 if it's just one way, 15 feet for a travel lane, so

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<p style="text-align: right;">109</p> <p>02:09 1 30 feet if it's two lanes.</p> <p>02:09 2 MR. COUTO: I don't know if you're</p> <p>02:09 3 aware, like I read some of the remodeling</p> <p>02:09 4 regulations. There is some rule if it's over or</p> <p>02:10 5 under parking spots, then you have a divided entrance</p> <p>02:10 6 and exit. Are you aware of that rule?</p> <p>02:10 7 THE WITNESS: No.</p> <p>02:10 8 MR. HAYES: Didn't we talk about this</p> <p>02:10 9 at the last meeting?</p> <p>02:10 10 CHAIRWOMAN HEMBREE: Yes.</p> <p>02:10 11 MR. COUTO: So that's my concern. So I</p> <p>02:10 12 it appears to me that they want it divided. So if</p> <p>02:10 13 it's wider, then maybe we can address it.</p> <p>02:10 14 THE WITNESS: I think I said at that</p> <p>02:10 15 time, I would not recommend having a median in the</p> <p>02:10 16 drive aisle. And if we did have a median, it would</p> <p>02:10 17 be a mountable median where a fire truck or an</p> <p>02:10 18 ambulance would be able to drive over it.</p> <p>02:10 19 CHAIRWOMAN HEMBREE: New question.</p> <p>02:10 20 MR. COUTO: Last question or related.</p> <p>02:10 21 Is the existing building meets ADA</p> <p>02:10 22 requirements?</p> <p>02:10 23 THE WITNESS: I don't know that. The</p> <p>02:10 24 architect would answer that question.</p> <p>02:10 25 MR. COUTO: Is the plan for the second</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">111</p> <p>02:11 1 MR. NEWMAN: But I think her question</p> <p>02:11 2 probably relates to the traffic patterns.</p> <p>02:11 3 MR. DELIA: Okay.</p> <p>02:11 4 MS. HIGGINS: Once you have that fire</p> <p>02:11 5 truck in there, I'll let the fire department discuss</p> <p>02:11 6 that next month, but on any building that large, two</p> <p>02:11 7 ambulances are automatically sent and a mobile</p> <p>02:11 8 intensive care unit. How will they access close to</p> <p>02:11 9 that building?</p> <p>02:11 10 THE WITNESS: I can't answer that</p> <p>02:11 11 question here, it depends on where, depends on who.</p> <p>02:12 12 I don't think -- I'm not going to be able to answer</p> <p>02:12 13 how many pieces of equipment are going to be sent or</p> <p>02:12 14 staged. That's not my area of expertise.</p> <p>02:12 15 MS. HIGGINS: I can tell you how many.</p> <p>02:12 16 MR. NEWMAN: Assuming for the sake of</p> <p>02:12 17 the question that it would be --</p> <p>02:12 18 MS. HIGGINS: It is.</p> <p>02:12 19 MR. NEWMAN: No, I didn't say what it</p> <p>02:12 20 would be.</p> <p>02:12 21 MS. HIGGINS: It would be two</p> <p>02:12 22 ambulances and one mobile intensive care unit for any</p> <p>02:12 23 large --</p> <p>02:12 24 THE WITNESS: As far as I'm concerned,</p> <p>02:12 25 as far as circulation goes, if there is a problem at</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">110</p> <p>02:10 1 building to meet those ADA requirements?</p> <p>02:10 2 THE WITNESS: Again, back to the</p> <p>02:10 3 architect for that.</p> <p>02:10 4 MR. COUTO: Thank you very much.</p> <p>02:10 5 MR. NEWMAN: I would suspect if they</p> <p>02:10 6 were going to build a brand new building, it would</p> <p>02:10 7 have to be ADA compliant, because without that, a</p> <p>02:10 8 C of O is difficult.</p> <p>02:11 9 CHAIRWOMAN HEMBREE: Motion to close?</p> <p>02:11 10 MS. EFFRON-MALLEY: Motion to close to</p> <p>02:11 11 the public.</p> <p>02:11 12 MR. NEWMAN: Motion to close to the</p> <p>02:11 13 public.</p> <p>02:11 14 MS. EFFRON-MALLEY: I just did.</p> <p>02:11 15 MR. NEWMAN: I withdraw the.</p> <p>02:11 16 MS. HIGGINS: Josephine Higgins,</p> <p>02:11 17 Woodcliff Lake.</p> <p>02:11 18 When you're looking at the fire</p> <p>02:11 19 maneuver there, are you cognizant --</p> <p>02:11 20 CHAIRWOMAN HEMBREE: He's not the</p> <p>02:11 21 expert, Jo, the fire guy --</p> <p>02:11 22 MS. HIGGINS: No, I want to talk on the</p> <p>02:11 23 ambulance, which I think I can talk on.</p> <p>02:11 24 MR. DELIA: He's not an expert in</p> <p>02:11 25 ambulance either.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">112</p> <p>02:12 1 building #2, the entire site is going to be closed</p> <p>02:12 2 down, no other vehicles are going to be coming on and</p> <p>02:12 3 off the site. There's going to be a piece of yellow</p> <p>02:12 4 tape up at the driveway, and the vehicles would be</p> <p>02:12 5 staged in the drive aisles, and the other emergency</p> <p>02:12 6 vehicles would be able to get around them.</p> <p>02:12 7 MS. HIGGINS: What's the distance</p> <p>02:12 8 between here and here?</p> <p>02:12 9 MR. PRINCIOTTO: On A-14?</p> <p>02:12 10 THE WITNESS: Yes.</p> <p>02:13 11 MS. HIGGINS: The width of the fire</p> <p>02:13 12 truck.</p> <p>02:13 13 THE WITNESS: The width of the fire</p> <p>02:13 14 truck itself, so this is probably between, the aisle</p> <p>02:13 15 itself is 24 feet.</p> <p>02:13 16 MS. HIGGINS: Okay.</p> <p>02:13 17 THE WITNESS: So you probably are at</p> <p>02:13 18 12, maybe 11 feet.</p> <p>02:13 19 MS. HIGGINS: So you have 12 feet here</p> <p>02:13 20 to maneuver anything else?</p> <p>02:13 21 THE WITNESS: Right.</p> <p>02:13 22 MS. HIGGINS: Okay. Thank you.</p> <p>02:13 23 CHAIRWOMAN HEMBREE: Okay.</p> <p>02:13 24 MR. KRIGSMAN: Can I follow-up on that?</p> <p>02:13 25 CHAIRWOMAN HEMBREE: Sure.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

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02:13 1 MR. KRIGSMAN: Assuming there are three
 02:13 2 extra units, smaller than fire trucks, would they
 02:13 3 also have to back out?
 02:13 4 THE WITNESS: They might be able to
 02:13 5 K-turn in the parking lot at 24 feet. They probably
 02:13 6 would do that or they would go to the other side of
 02:13 7 the site to make that K-turn.
 02:14 8 MR. KRIGSMAN: So their job is to get
 02:14 9 somebody to the hospital as quick as possible, and
 02:14 10 we're just sending them to the end to turn around or
 02:14 11 to back up?
 02:14 12 There should be more room for them to
 02:14 13 turn around in the middle to get that patient as
 02:14 14 quickly to the hospital.
 02:14 15 CHAIRWOMAN HEMBREE: You're giving your
 02:14 16 opinion. Ask a question.
 02:14 17 THE WITNESS: This is a standard --
 02:14 18 MR. NEWMAN: Isn't that true?
 02:14 19 MR. KRIGSMAN: Okay. Isn't that true?
 02:14 20 THE WITNESS: We do not design a
 02:14 21 parking lot for other vehicles to make K-turns in the
 02:14 22 parking lot, that's not what we do.
 02:14 23 MR. KRIGSMAN: You don't worry about
 02:14 24 emergency vehicles then?
 02:14 25 THE WITNESS: I didn't say that.

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02:14 1 MR. KRIGSMAN: Isn't it true you're not
 02:14 2 worrying about emergency?
 02:14 3 Thank you.
 02:14 4 CHAIRWOMAN HEMBREE: Thanks, Gary.
 02:14 5 MR. KRIGSMAN: Thank you.
 02:14 6 CHAIRWOMAN HEMBREE: Lawyers, they're
 02:14 7 so helpful.
 02:14 8 MR. FRITZ: Michael Fritz, One Edward
 02:14 9 Place.
 02:14 10 One more time. I'm not sure I got this
 02:14 11 right.
 02:14 12 With the traffic gap analysis, is there
 02:14 13 one going to be done or do we have the data already?
 02:14 14 THE WITNESS: We have the data, we
 02:14 15 haven't supplied it yet.
 02:14 16 CHAIRWOMAN HEMBREE: Yes.
 02:14 17 MR. FRITZ: You have the data.
 02:14 18 I just wondered, because the train is
 02:15 19 stopping all the vehicles, you would indicate a huge
 02:15 20 gap, would we consider this?
 02:15 21 THE WITNESS: There wouldn't be any gap
 02:15 22 then.
 02:15 23 MR. FRITZ: If the car is not standing
 02:15 24 on the thing, it looks like a gap.
 02:15 25 THE WITNESS: No, the gap analysis that

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02:15 1 Mr. Intindola talked about was looking at what the
 02:15 2 actual gap between vehicles --
 02:15 3 MR. FRITZ: Yeah, I know.
 02:15 4 THE WITNESS: -- is.
 02:15 5 MR. FRITZ: But if the cars were
 02:15 6 standing, it looks like a huge gap.
 02:15 7 THE WITNESS: I can't answer your
 02:15 8 question then. You're not allowing me to answer your
 02:15 9 question.
 02:15 10 MR. FRITZ: I'm sorry.
 02:15 11 Would we consider the train stops in
 02:15 12 between?
 02:15 13 THE WITNESS: The train stops are
 02:15 14 incorporated in the data that we have.
 02:15 15 MR. FRITZ: Okay. Thank you.
 02:15 16 CHAIRWOMAN HEMBREE: Thank you.
 02:15 17 Oh, no.
 02:15 18 MS. BORRELLI: I'm sorry. Quick
 02:15 19 question.
 02:15 20 I don't know who to ask this question
 02:15 21 to, but anyway --
 02:15 22 THE WITNESS: It's not me.
 02:15 23 CHAIRWOMAN HEMBREE: Well, if you can't
 02:15 24 ask him, then you can't ask the question.
 02:15 25 MS. BORRELLI: I don't know if he would

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02:15 1 be able to answer. I'll ask him.
 02:16 2 MR. NEWMAN: Well, ask the question and
 02:16 3 he can tell you whether he can or not.
 02:16 4 MS. BORRELLI: All right.
 02:16 5 It has to do with garbage pickup, and
 02:16 6 the owners are -- who's picking the garbage up
 02:16 7 basically? Are they contracting it out or is --
 02:16 8 MR. NEWMAN: If you know.
 02:16 9 MS. BORRELLI: Because it is going to
 02:16 10 be residential, is the town picking up? So, do you
 02:16 11 know that answer?
 02:16 12 THE WITNESS: I do not.
 02:16 13 MS. BORRELLI: Who would know that
 02:16 14 answer?
 02:16 15 CHAIRWOMAN HEMBREE: I don't know, I
 02:16 16 think I know, but I'm not going to tell you.
 02:16 17 [LAUGHTER]
 02:16 18 MS. BORRELLI: Okay. All right. My
 02:16 19 concern is: Does the town have the resources for all
 02:16 20 of this?
 02:16 21 THE WITNESS: I would just add that
 02:16 22 most likely it would be a private hauler would come
 02:16 23 to the site.
 02:16 24 MS. BORRELLI: But you're not sure of
 02:16 25 that?

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<p style="text-align: right;">117</p> <p>02:16 1 THE WITNESS: I am not 100 percent,</p> <p>02:16 2 sure.</p> <p>02:16 3 MR. DELIA: We can stipulate to that.</p> <p>02:16 4 MS. BORRELLI: Thank you very much.</p> <p>02:16 5 I'm done.</p> <p>02:16 6 CHAIRWOMAN HEMBREE: Okay.</p> <p>02:16 7 MR. NEWMAN: Motion to close to the</p> <p>02:16 8 public.</p> <p>02:16 9 MS. EFFRON-MALLEY: Second.</p> <p>02:16 10 CHAIRWOMAN HEMBREE: Is there a second?</p> <p>02:16 11 MS. EFFRON-MALLEY: Second.</p> <p>02:16 12 CHAIRWOMAN HEMBREE: All in favor?</p> <p>02:16 13 (Whereupon, all present members respond</p> <p>02:17 14 in the affirmative.)</p> <p>02:17 15 CHAIRWOMAN HEMBREE: You always have to</p> <p>02:17 16 keep your sense of humor.</p> <p>02:17 17 MR. DELIA: Oh, yes, at my client's</p> <p>02:17 18 expense. I get it. It's a humorous situation.</p> <p>02:17 19 CHAIRWOMAN HEMBREE: It's something we</p> <p>02:17 20 have to put up with.</p> <p>02:17 21 MR. NEWMAN: Okay.</p> <p>02:17 22 MR. DELIA: I'm ready to call Joe</p> <p>02:17 23 Burgis and stay the next three hours.</p> <p>02:17 24 CHAIRWOMAN HEMBREE: Oh, thanks a lot.</p> <p>02:17 25 MR. DELIA: Just kidding. Humor.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">119</p> <p>02:18 1 get them?</p> <p>02:18 2 MS. SMITH: Yes.</p> <p>02:18 3 MR. DELIA: We can do that.</p> <p>02:18 4 MR. NEWMAN: All right. And is he your</p> <p>02:18 5 last witness?</p> <p>02:18 6 MR. DELIA: I believe so, and I say</p> <p>02:18 7 that with a straight face. I don't know what's going</p> <p>02:18 8 to arise, but if something else comes up, I'm going</p> <p>02:18 9 to have to call another witness. I don't want to</p> <p>02:18 10 call any more witnesses, but I expect it to be him.</p> <p>02:18 11 MR. NEWMAN: So he is your last</p> <p>02:18 12 witness?</p> <p>02:18 13 MR. PRINCIOTTO: We do have something</p> <p>02:18 14 else on the calendar for next month, but it shouldn't</p> <p>02:18 15 take too long, so it's April 23rd. So you will be on</p> <p>02:18 16 the agenda. We do have to finish another</p> <p>02:18 17 application, which we don't expect will take that</p> <p>02:19 18 long, and you just have the one witness as far as we</p> <p>02:19 19 know?</p> <p>02:19 20 MR. DELIA: We have Lou Luglio, now who</p> <p>02:19 21 has more homework. That's the problem. We'll</p> <p>02:19 22 probably be here all night again, no question.</p> <p>02:19 23 THE WITNESS: I won't be here on the</p> <p>02:19 24 23rd, it's my wedding anniversary.</p> <p>02:19 25 AUDIENCE VOICE: Congratulations.</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>
<p style="text-align: right;">118</p> <p>02:17 1 Ready to come back next month.</p> <p>02:17 2 CHAIRWOMAN HEMBREE: Okay.</p> <p>02:17 3 MR. NEWMAN: Before we let you go, how</p> <p>02:17 4 many exhibits does Mr. Burgis have?</p> <p>02:17 5 MR. DELIA: Just two.</p> <p>02:17 6 MR. NEWMAN: And what are those</p> <p>02:17 7 exhibits?</p> <p>02:17 8 MR. DELIA: One is the comparison, and,</p> <p>02:17 9 Joe, the other is?</p> <p>02:17 10 MR. BURGIS: The aerial.</p> <p>02:17 11 MR. DELIA: An aerial, basically a land</p> <p>02:17 12 use pattern aerial, neighborhood.</p> <p>02:17 13 MR. NEWMAN: Do we have those yet?</p> <p>02:17 14 MR. DELIA: I can hand out the</p> <p>02:17 15 comparison tonight. We'll mark that now.</p> <p>02:17 16 MR. NEWMAN: Okay.</p> <p>02:17 17 MR. DELIA: We'll just mark it for</p> <p>02:18 18 identification purposes, once I find it. And then</p> <p>02:18 19 I'll have to give you the aerial after I get multiple</p> <p>02:18 20 copies of that, which I can submit to the board.</p> <p>02:18 21 MS. SMITH: If you'd like, he can</p> <p>02:18 22 submit them together and I'll have them delivered.</p> <p>02:18 23 MR. DELIA: That will do me a favor.</p> <p>02:18 24 MR. NEWMAN: Can you have them</p> <p>02:18 25 delivered not days, 10 days, but like as soon as you</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>	<p style="text-align: right;">120</p> <p>02:19 1 MR. DELIA: How many years?</p> <p>02:19 2 THE WITNESS: 25.</p> <p>02:19 3 I heard 25 is paper so...</p> <p>02:19 4 AUDIENCE VOICE: Can't you just bring</p> <p>02:19 5 her?</p> <p>02:19 6 MR. DELIA: Bring her.</p> <p>02:19 7 THE WITNESS: She would really be happy</p> <p>02:19 8 about that.</p> <p>02:19 9 MR. DELIA: All right. Then we'll</p> <p>02:19 10 proceed with Mr. Burgis on April 23rd.</p> <p>02:19 11 MR. PRINCIOTTO: Well, that kind of</p> <p>02:19 12 solves a little bit of that problem.</p> <p>02:19 13 MR. DELIA: Yes, and so just, again,</p> <p>02:19 14 for the record, the meeting will start at 7:30 on</p> <p>02:19 15 April 23rd. I know we're next on the agenda, second</p> <p>02:19 16 on the agenda.</p> <p>02:19 17 MR. NEWMAN: Should we start our</p> <p>02:19 18 meeting at seven, because we have two items?</p> <p>02:20 19 CHAIRWOMAN HEMBREE: I think so. It's</p> <p>02:20 20 okay with me.</p> <p>02:20 21 MR. NEWMAN: Anybody have an issue?</p> <p>02:20 22 CHAIRWOMAN HEMBREE: Do you care?</p> <p>02:20 23 MR. KAUFMAN: No.</p> <p>02:20 24 CHAIRWOMAN HEMBREE: Is seven okay?</p> <p>02:20 25 MS. SMITH: He has to re-notice it, I</p> <p style="text-align: center;">LAURA A. CARUCCI, C.S.R., R.P.R., L.L.C. 201-641-1812</p>

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02:20 1 advertised 7:30.

02:20 2 MR. DELIA: We'll be here at seven.

02:20 3 CHAIRWOMAN HEMBREE: Okay.

02:20 4 MR. PRINCIOTTO: Before you go, I know

02:20 5 the statement was made by Mr. Luglio in regard to the

02:20 6 data that it would be provided, if requested. I

02:20 7 don't know if anyone formally requested it, but here

02:20 8 it is, okay, we request that you provide the data for

02:20 9 your exhibit A-16.

02:20 10 THE WITNESS: And A-16 is the ITE trip

02:20 11 generation.

02:20 12 MR. PRINCIOTTO: Yes.

02:20 13 THE WITNESS: Yes.

02:20 14 MR. PRINCIOTTO: Just, Richard, do you

02:20 15 have a question about the vehicle turnaround on the

02:21 16 north end of the parking lot?

02:21 17 Did you address that in your testimony?

02:21 18 THE WITNESS: A vehicle, the fire truck

02:21 19 vehicle?

02:21 20 MR. PRINCIOTTO: No --

02:21 21 THE WITNESS: Oh, the K-turn.

02:21 22 MR. DELIA: You did.

02:21 23 THE WITNESS: No, we didn't. I know

02:21 24 what -- you're talking about the cutout in that

02:21 25 northern end, right?

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02:21 1 MR. PREISS: If I recall the

02:21 2 discussion, I said there was a dead-end.

02:21 3 THE WITNESS: Yes.

02:21 4 MR. PREISS: And that you agreed that

02:21 5 you would stripe one space as a permanent turnaround.

02:21 6 Is that correct?

02:21 7 THE WITNESS: Or we would be able to

02:21 8 get a little bit more depth so that we could provide

02:21 9 for a K-turn turnaround, one or the other, and if it

02:21 10 was one space, it would be one space variance.

02:21 11 MR. PREISS: Right. So if you're just

02:21 12 going to restripe it, you don't have to show the

02:21 13 plan. If you do a deeper cutout, if you could

02:21 14 provide that to the board and to Mr. Intindola, so

02:21 15 that he can confirm that you can make the turn.

02:21 16 THE WITNESS: Sure. Yes.

02:22 17 MR. PREISS: Thank you.

02:22 18 THE WITNESS: I didn't forget about

02:22 19 that.

02:22 20 CHAIRWOMAN HEMBREE: Okay.

02:22 21 MR. DELIA: Thank you. Have a good

02:22 22 night. See you next month.

02:22 23 CHAIRWOMAN HEMBREE: Motion.

02:22 24 MR. HAYES: Motion to adjourn.

02:22 25 MR. DHAWAN: Second.

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02:22 1 CHAIRWOMAN HEMBREE: All in favor?

02:22 2 (Chorus of ayes.)

3 (Time noted: 10:17 p.m.)

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1 C E R T I F I C A T I O N

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3

4 I, KIM O. FURBACHER, License No.

5 XIO1042, a Certified Court Reporter, Registered Merit

6 Reporter, Certified Realtime Court Reporter, and

7 Notary Public of the State of New Jersey, hereby

8 certify that the foregoing is a verbatim record of

9 the testimony provided under oath before any court,

10 referee, board, commission or other body created by

11 statute of the State of New Jersey.

12 I am not related to the parties

13 involved in this action; I have no financial

14 interest, nor am I related to an agent of or employed

15 by anyone with a financial interest in the outcome of

16 this action.

17 This transcript complies with

18 Regulation 13:43-5.9 of the New Jersey Administrative

19 Code.

20

21

22

23 KIM O. FURBACHER, CRCR, CCR, RMR

License #XIO1042, and Notary Public

of New Jersey

24

My Commission Expires:

25 7/11/19

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