

TOWNSHIP OF NUTLEY  
ZONING BOARD OF ADJUSTMENT

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

IN THE MATTER OF: :  
7-ELEVEN CONVENIENCE STORE: TRANSCRIPT  
649 Passaic Avenue : OF  
98 Kingsland Street and : PROCEEDINGS  
108 Kingsland Street :  
(corner properties) :

Monday, December 10, 2012  
Township Hall  
1 Kennedy Drive  
Nutley, New Jersey 07110  
Commencing at 7:32 p.m.

BOARD MEMBERS PRESENT:

- PAUL SCRUDATO, Chairman
- FRANK GRAZIANO, Vice Chairman
- THOMAS DaCOSTA LOBO, Secretary
- SUZANNE BROWN
- GARY MARINO
- THOMAS O'BRIEN
- RALPH PASTORE
- MARY RYDER (1st Alternate)
- SERGE DEMERJIAN (2nd Alternate)

ALSO PRESENT:

- MARIE L. GOWOREK, Recording Secretary
- PAUL RICCI, P.P., Township Planner
- TODD M. HAY, P.E., Township Engineer

MICHELE QUICK  
CERTIFIED COURT REPORTER

QUICK COURT REPORTING, LLC  
47 BRIAN ROAD  
WEST CALDWELL, NEW JERSEY 07006  
(973) 618-0872

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

2 DIANA MCGOVERN, ESQ.  
3 414 Eagle Rock Avenue  
4 West Orange, New Jersey 07052  
5 Attorney for the Board

6 DIBIASI & RINALDI, LLC  
7 345 Centre Street  
8 Nutley, New Jersey 07110  
9 BY: THOMAS S. DIBIASI, ESQ.  
10 Attorneys for the Applicant

11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

1 CHAIRMAN SCRUDATO: Good evening and  
2 welcome to Nutley's Board of Adjustment. Could we  
3 all please stand and salute the flag?

4 (The Pledge of Allegiance is recited.)

5 CHAIRMAN SCRUDATO: Would the  
6 secretary please read the Sunshine Act and the roll  
7 vote.

8 (Sunshine Notice is read by Ms. Goworek)

9 MS. GOWOREK: Ms. Brown?

10 MS. BROWN: Here.

11 MS. GOWOREK: Mr. DaCosta Lobo?

12 MR. DaCOSTA LOBO: Here.

13 MS. GOWOREK: Mr. Graziano?

14 CHAIRMAN SCRUDATO: Absent.

15 MS. GOWOREK: Mr. Marino?

16 MR. MARINO: Here.

17 MS. GOWOREK: Mr. O'Brien?

18 MR. O'BRIEN: Here.

19 MS. GOWOREK: Mr. Pastore?

20 MR. PASTORE: Here.

21 MS. GOWOREK: Mrs. Ryder?

22 MS. RYDER: Here.

23 MS. GOWOREK: Mr. Demerjian?

24 MR. DEMERJIAN: Here.

25 MS. GOWOREK: Chairman Scrudato?

1 I N D E X

2 APPLICANT'S WITNESSES

3 SWORN

4 ROBERT P. FREUD 9  
5 FRANCIS J. COSTENBADER 59  
6 JOSEPH STAIGAR 88

7 BOARD'S WITNESSES:

8 TODD M. HAY 69

9 MEMBERS OF THE PUBLIC:

10 KAREN HART 55/126  
11 LINDA FRANK 83  
12 FRANCES POWERS 85  
13 KIMBERLY WILSON 120

14 EXHIBITS MARKED INTO EVIDENCE

15  
16  
17  
18 NUMBER DESCRIPTION PAGE NO.  
19 A-1 Aerial exhibit prepared on 10/22/12 12  
20 A-2 Letter from Mr. Staigar regarding  
21 traffic counts 89  
22  
23  
24  
25

1 CHAIRMAN SCRUDATO: Here.

2 MS. GOWOREK: Ms. McGovern?

3 MS. MCGOVERN: Here.

4 CHAIRMAN SCRUDATO: Okay. Tonight is

5 a special meeting on the application, a special  
6 meeting on the 7-Eleven application in the Town of  
7 Nutley. We will conduct the meeting as we have in  
8 the past. The presentation of an expert witness  
9 will come on; when he's finished, we will ask  
10 questions only of the expert witness's area of  
11 expertise.

12 Mr. DiBiasi, could you identify  
13 yourself for the record, please?

14 MR. DIBIASI: May it please the Board,  
15 thank you, Mr. Chairman and members of the Board.  
16 Counsel's name is Thomas DiBiasi, representing the  
17 applicant --

18 MS. GOWOREK: Excuse me one second,  
19 please, Mr. DiBiasi. I don't think the mic is on.

20 MR. DIBIASI: We'll do a do-over.

21 CHAIRMAN SCRUDATO: I had you shut  
22 off.

23 MR. DIBIASI: May it please the Board,  
24 Mr. Chairman and members of the Board, counsel's  
25 name is Thomas DiBiasi, representing the applicant.

1 We are here as a continuation of a 7-Eleven  
 2 application. When we left off at the last meeting,  
 3 you'll recall that we were in the afterthrows of  
 4 Sandy and we just had one witness that was available  
 5 that night. Paul Bauman gave some preliminary  
 6 planning testimony and you were kind enough to agree  
 7 that we would be able to bring him back at the  
 8 appropriate time.

9 This evening, we will have the site  
 10 engineer. That's the witness that we did want at  
 11 the last meeting. And then we're going to call  
 12 Frank Costenbader, the attorney that we know from  
 13 town. Mr. Costenbader has been representing this  
 14 family for more than six years and is familiar with  
 15 what he has gone through in trying to market this  
 16 property. And then, finally, this Board requested  
 17 and we were able to proceed with traffic counts and  
 18 some statistics that you wanted about the Hancox  
 19 Street property, the 7-Eleven on the other side of  
 20 town, so we're going to have Mr. Staigar come back  
 21 and do that.

22 We're going to try to do this in as  
 23 brief a format as possible. We're hoping that our  
 24 direct testimony for site engineering will be 20  
 25 minutes; Mr. Costenbader, 10 to 15 minutes; Mr.

1 Staigar, about 20 minutes; and then all the  
 2 questions for you and for the neighbors.

3 One piece of procedural information I  
 4 think is important. My client is interested in  
 5 working as best as we can with the Board and with  
 6 the neighbors, and one thing that came through very  
 7 loud and clearly was about the look of 7-Eleven. Of  
 8 course, that's the corporate look, that's the 2012  
 9 look. Over the last several weeks, three, four  
 10 weeks, we have had high-level conference calls with  
 11 the highest levels of the Southland Corporation and  
 12 they have agreed to take the suggestions that we've  
 13 heard from the Board and from the neighbors and  
 14 redesign this building so that it will look  
 15 residential. I have seen some of the schematics,  
 16 pencil schematics, and we're going to be much closer  
 17 to where we think this Board and the neighbors would  
 18 feel comfortable. It's going to have a residential  
 19 look, there's a mansard look on one suggestion and  
 20 some very nice architectural elements. I will have  
 21 that at our January 28 meeting. That still has to  
 22 go through a couple of other sign-offs, but it's a  
 23 procedural matter and we were able to, I'm going to  
 24 say "win the battle," and I say that because the  
 25 corporate people really like what we presented,

1 that's their national look. But we've prevailed on  
 2 that and it was as a result of your comments and the  
 3 comments of the neighbor that we were able to do  
 4 that and I think that's important to know and I  
 5 thank you for that. We are trying to take as many  
 6 of your suggestions as possible and incorporate them  
 7 as we move forward. We understand that the  
 8 neighbors are concerned about loitering, they're  
 9 concerned about litter, they're concerned about  
 10 noise, they're concerned about traffic. We've heard  
 11 that loud and clear and we will do our best to  
 12 address those things as far as what is in our  
 13 control.

14 And with that little opening, Mr.  
 15 Chairman, I'm prepared to call our first witness.

16 CHAIRMAN SCRUDATO: Since you let the  
 17 cat out of the bag on our next special meeting, it  
 18 will be -- it's scheduled for January the 28th,  
 19 2013. 2013.

20 MR. DiBIASI: Thank you, Mr. Chairman.

21 CHAIRMAN SCRUDATO: That will be a  
 22 special meeting for the 7-Eleven.

23 MR. DiBIASI: And just procedurally so  
 24 the record will show, I received a call from Town  
 25 Hall, I was told that our escrow account had to be

1 replenished, and we did deliver it to counsel.

2 CHAIRMAN SCRUDATO: Thank you.

3 MR. DiBIASI: May I call our first  
 4 witness?

5 CHAIRMAN SCRUDATO: Please.

6 MR. DiBIASI: Thank you. Robert  
 7 Freud.

8 CHAIRMAN SCRUDATO: Sir, give us your  
 9 full name, spell your last name, and your address  
 10 for the secretary.

11 MR. FREUD: Sure. Robert Freud, F as  
 12 in Frank, R-E-U-D, with InSite Engineering,  
 13 professional address is 2052 Highway 35 in Wall, New  
 14 Jersey.

15 CHAIRMAN SCRUDATO: Would you raise  
 16 your right hand, please.

17  
 18 R O B E R T P. F R E U D, InSite Engineering,  
 19 2052 Highway 35, Suite 203, Wall, New Jersey 07719,  
 20 sworn by the Board Chairman.

21  
 22 CHAIRMAN SCRUDATO: Please continue.

23 MR. DiBIASI: Mr. Chairman, may I  
 24 attempt to qualify our witness as an expert in site  
 25 engineering?

1 CHAIRMAN SCRUDATO: Please.  
2 MR. DiBIASI: Thank you.

3  
4 VOIR DIRE EXAMINATION BY MR. DiBIASI:

5  
6 Q. Sir, would you please give the Board  
7 the benefit of your educational background?

8 A. Sure. I have a Bachelor of Science  
9 degree in civil engineering from Lehigh University  
10 in 1994, I received that; I've been involved in site  
11 planning/land development since that time; I earned  
12 my professional engineering license in New Jersey in  
13 1999, I currently hold a license in six other  
14 states. I also have a professional planning  
15 license, which I earned by exam in 2006, and I have  
16 testified before -- I haven't had the opportunity  
17 before this Board, but in over a hundred municipal  
18 planning and zoning boards throughout the state.

19 Q. And is it also fair to say that you  
20 have a relationship with the Southland Corporation  
21 and 7-Eleven?

22 A. Yes, I'm involved in numerous 7-Eleven  
23 applications, other retail applications is my  
24 primary focus.

25 Q. And can you give the Board an

1 approximate as to how many other projects you've  
2 been involved with?

3 A. As far as land development approvals,  
4 several dozen, as far as 7-Eleven.

5 Q. Thank you. When you were retained by  
6 7-Eleven, in the early stages; you and I met and we  
7 actually walked the property; is that correct, sir?

8 A. Yes.

9 Q. And you remember doing a site  
10 inspection and we were on one corner and the other  
11 corner and we actually met one of our neighbors;  
12 isn't that true?

13 A. Yes, we did.

14 Q. And we were given permission to walk  
15 the property of that neighbor.

16 A. Yes.

17 Q. And that's the house that we learned at  
18 the next meeting when you were not here that that  
19 property is now under a contract of sale or at least  
20 was at the time of the last meeting; is that true?

21 A. Yes.

22 MR. DiBIASI: Mr. Chairman, to  
23 expedite this, would you allow our witness to  
24 testify in narrative form?

25 CHAIRMAN SCRUDATO: I'm sorry?

1 MR. DiBIASI: In order to expedite the  
2 hearing, would you allow this witness to testify in  
3 narrative form?

4 CHAIRMAN SCRUDATO: Yes.

5 MR. DiBIASI: Thank you, sir.

6 Counsel, may we have that marked as our  
7 exhibit for this evening?

8 CHAIRMAN SCRUDATO: I'm sorry. Please  
9 continue.

10 (Aerial exhibit prepared on 10/22/12 marked  
11 as Exhibit A-1)

12 MR. FREUD: So what's marked A-1 with  
13 today's date is entitled "Aerial Exhibit," it was  
14 actually prepared on 10/22/12. What this is is the  
15 site plan on the property, on the three combined  
16 lots, superimposed over the surrounding area. The  
17 reason I want to start with this, and I know the  
18 Board's been through a little bit of testimony, I  
19 want to circle back on some of the surrounding area  
20 just to reorient the Board as it relates to my  
21 testimony.

22 Kingsland Street runs up and down the  
23 page and Passaic Avenue runs right to left on the  
24 page with the site on the northwest corner of the  
25 intersection. Again, the property itself is Lots

1 15, 16 and 17 and Block 502. Surrounding the  
2 property, as you're aware, is the R-1 residential  
3 zone to the north adjacent on Kingsland Avenue. To  
4 the west is the Simply Elegant Interiors building  
5 that's about 10,000 square feet, so you can see the  
6 mass of that building, see the edge of that building  
7 on its property line, it's pretty much right on the  
8 property line, it's a two-story building with just  
9 about, looking by the fence, about 10 or 12 feet or  
10 so between that building and the adjacent  
11 residential property.

12 On the opposite side, the northeast  
13 corner of the intersection, is the gasoline service  
14 station, which is also in the B-2 zone, and that  
15 development also crosses into an R-1 residential  
16 zone, and then to the north on Passaic Avenue --  
17 excuse me, to the east on Passaic Avenue is a  
18 residential apartment building, which is a B-1 zone.

19 Now, what's on the easel -- this is  
20 already marked. This is A-2 from 10-22, it's  
21 entitled "Existing Conditions" and it's dated  
22 10/22/12. What it is is the same orientation are  
23 the three properties that comprise this development  
24 application, again, Kingsland Avenue up and down on  
25 the page and Passaic left to right on the page, and

1 then on the left side of the page are the three  
2 photographs that were taken by my office that show  
3 into the site specifically the service station  
4 building and what's on the site.

5 Again, what's important here, we have  
6 three different lots on the property, first starting  
7 with Lot 15, which is on the northeast corner of the  
8 property. That's a three-family two-story dwelling,  
9 it sits just about a foot and a half off that  
10 property line and it has a single point of access  
11 from Passaic Avenue that actually wraps around and  
12 connects in with the driveway to the one-bedroom  
13 house on Kingsland Street. As you're probably  
14 aware, that house has been damaged by -- one of the  
15 units in that has been damaged by fire so that is in  
16 disrepair and in need of some work there.

17 On Lot 16, which is the corner parcel  
18 of the development, is the gasoline service station  
19 building, you have the small repair building located  
20 in sort of the center of the lot and in front of  
21 that are the pump islands, which you can see in  
22 Photo 1 at the top of the page. That's looking from  
23 Kingsland in an easterly direction in towards the  
24 property. What you can see in this picture is how  
25 close the development is. There's virtually no

1 landscaping between that service station and the  
2 right-of-way line. This is sort of an old-school,  
3 if you will, pumper island. Right up on the road,  
4 you can see actually one of the cars fueling there.  
5 When it was open, it's almost against the sidewalk,  
6 it's very close, and there is no circulation pattern  
7 in here. It's almost a free-for-all, if you will,  
8 of circulation on the site.

9 Again, Photo No. 2 is a little bit  
10 closer look at the building itself and looking in  
11 against the property line and some cars, again,  
12 parked right up against the right of way.

13 And finally, at the bottom of the page,  
14 Photograph No. 3 is from the intersection looking  
15 into the property where you can see not only the  
16 service station building but the two-story, three-  
17 unit apartment building, which is located, again,  
18 just a couple feet from the right-of-way line or  
19 just a foot or foot and a half from the property  
20 line there, which are noncompliant conditions.

21 There, as I mentioned, is shared access  
22 with the driveway from the apartment building, the  
23 multifamily building, that wraps around to the one-  
24 bed, single-family house on Kingsland Street. In  
25 addition to those two driveways, there are also

1 multiple driveways associated with the gasoline  
2 service station.

3 There's a total of five curb openings  
4 on the property, five driveways, three on Kingsland  
5 and two on Passaic, serving the property.  
6 Essentially none of those driveways meet the DOT  
7 standards for driveway separation from the  
8 intersection or number of driveways, so we have a  
9 lot of noncompliant situations with this property.

10 The site is relatively flat, the  
11 service station is sort of a high point and then  
12 things slope away from there, it does slope a little  
13 bit to the back as you go in a northeast direction.  
14 There is no stormwater management, no stormwater  
15 control on the property. Anything that is in a  
16 paved area in front of the service station building  
17 is open sheet flow into the intersection and into  
18 the gutter line and inlet within the state highway  
19 system.

20 There are utilities provided. There  
21 are, as you can see on this rendering, a few trees  
22 in the back corner of the property that are eight  
23 inches and larger and they're identified in the  
24 survey on this rendering, and along the property  
25 line on the northwest corner, there's a six-foot

1 stockade fence. Once it comes in front of this  
2 house, it drops to about three feet, but there is a  
3 stockade fence along that property line, screening  
4 the two residential uses.

5 Right now, there's not much lighting on  
6 the property for the uses except for over the canopy  
7 island. It's difficult to see in the pictures, but  
8 over the pump islands, there are about six  
9 floodlights that just sort of cast light onto the,  
10 when it was open, cast light onto this four-court  
11 area. Non-organized lighting, certainly doesn't  
12 have any preventative matters for spillage or things  
13 like that, glare, with the floodlight type lights  
14 there.

15 Again, just to reiterate some of the  
16 zoning considerations, this is between the B-2 and  
17 the R-2 zones here, between Lots 16 and 17. The lot  
18 itself is 18,626 square feet. It's about 162 feet  
19 wide measured from the intersection to the  
20 northwest, about 116 feet deep as you go to the  
21 northeast.

22 There are several existing non-  
23 conformities as far as setbacks. The front yard to  
24 Passaic Avenue again is only 1-1/2 feet where 10  
25 feet is required, the setback of the house is 14

1 feet where 25 is required, side yard setback on the  
2 side here is 1.2 feet where 6 is required. There is  
3 zero buffer between the commercial and residential  
4 uses and there is zero setback between parking and  
5 the street, so there are a lot of nonconforming  
6 matters with this current site plan.

7 And with that, I'm going to turn to --  
8 this is A-3 from the hearing on 10/22/12 and this is  
9 entitled "Rendering," again, from 10/22/12. This  
10 was previously discussed. It was prepared by my  
11 office. It's a colored site rendering with the  
12 landscaping superimposed and it identifies the  
13 proposed development.

14 One of the things that my office did  
15 and I did, as Mr. DiBiasi indicated, we met on site  
16 at the very onset of this project with the owner --  
17 excuse me, with the applicant, to look at layout,  
18 access circulation and viability of the project and  
19 what we determined were a few things that were  
20 critical with the layout. Number one, any  
21 development project here, almost any development  
22 project here would require a DOT approval and you've  
23 heard from our traffic engineer about the most  
24 critical factor with that is closing down these two  
25 driveways that are closest to the intersection on

1 the corner, and what that would have done also, it  
2 would have pushed all of the traffic activity  
3 towards the northwest into the residential zone. So  
4 what this layout does, which we felt was the optimal  
5 layout for the site, is it puts the building which  
6 actually serves as a nice block wall screen for the  
7 residential use and keeps a lot of the parking and  
8 activity in that B-2 zone in front and towards the  
9 corner. And obviously, I'll go through it in detail  
10 but we've supplemented that with landscaping and  
11 some additional fencing.

12 I'll also point out the building size,  
13 I think, has already been identified that the retail  
14 sales area is 2800 square feet, plus the internal  
15 trash room, for a total area of 2,940 square feet,  
16 and from a comparison standpoint, the existing  
17 footprint area of building on the property currently  
18 is 2,930 square feet, so we're very close to the  
19 existing footprint area that's on site now. I'm  
20 going to talk about gross square area because  
21 there's a two-story building on the property that's  
22 4,000 square feet, so we're actually reducing the  
23 total gross square area on this property and keeping  
24 the natural footprint area about the same with the  
25 development.

1 Kingsland Street were critical. It gives us the  
2 ability to move the driveway away from the  
3 intersection on Kingsland Street, it becomes  
4 compliant with the DOT standards for corner  
5 clearance separation and side yard separation, it  
6 meets the town standards for side yard separation,  
7 and that happens, as you can see by the zone line,  
8 that happens to the northwest of that zone line, so  
9 it's critical to have that Lot 17 in the development  
10 to allow that driveway to be compliant with the DOT  
11 and provide the most preferred circulation and  
12 safety considerations that you've heard from our  
13 traffic engineer.

14 The other thing that we looked at was  
15 the relationship to the residential zone and how  
16 this layout could work. Because the driveway  
17 narrows as you get towards Passaic Avenue, as well  
18 as the need to provide access from Passaic Avenue,  
19 one of the other things that was mentioned in the  
20 traffic component of this testimony was the ability  
21 and the need to provide alternate access here,  
22 that's a critical DOT concern is to provide  
23 alternate access when you have frontage on a state  
24 highway. So when we provide this driveway, it  
25 leaves very little room to put a viable building on

1 And with the circulation, as I  
2 mentioned, one of the critical components here is  
3 that we're taking five driveways, three on Kingsland  
4 Street and two on Passaic Avenue, and reducing those  
5 to two driveways. Those are the farthest points  
6 practical from the intersection on Kingsland Street.  
7 We're fully compliant with the DOT and local  
8 requirements. On Passaic Avenue, it was a little  
9 bit trickier because there is a narrow frontage. We  
10 slid that driveway as far as possible. We are  
11 requesting a variance for the setback to the side  
12 property line and separation from the adjacent  
13 driveway. Again, a lot of that is driven by the  
14 improved condition of moving that driveway away from  
15 the intersection so there's a balance there between  
16 the variance for setbacks to the side property line  
17 versus any variance that would be associated with  
18 its proximity from the intersection. We feel, from  
19 a safety standpoint, it's better to have that  
20 further from the intersection.

21 The other thing we did that was  
22 mentioned during the traffic testimony, to improve  
23 the conditions on the Passaic Avenue driveway, is to  
24 take a stop bar associated with the through  
25 movements. I think there was maybe some question or

1 confusion about that with some questions before.  
 2 We're not taking the entire stop bar of the approach  
 3 to Passaic Avenue and pulling it forward, only the  
 4 through movements. So the left-turn lane stays  
 5 where it is, which is set back, and that continues  
 6 to allow any turn movements from Kingsland onto  
 7 Passaic to happen without concern. That would be  
 8 outside the turn movements. What that does, that  
 9 pulls the stop bar forward of the driveway, allows  
 10 at least one, possibly two cars to stack at that  
 11 before that driveway's impacted versus right now  
 12 where the current driveway is actually before the  
 13 stop bar, it allows for just uncontrolled access  
 14 into the intersection. So that's a significant  
 15 improvement there.

16 There was a comment there is a bus stop  
 17 near that driveway, it will be relocated. We will,  
 18 you know, work with counsel or New Jersey Transit  
 19 authority to relocate that bus stop.

20 The parking that's provided, we're  
 21 providing 9-foot-by-19-foot parking spaces along the  
 22 front of the building and along the side of the  
 23 building, a total of nine spaces, which includes one  
 24 handicapped space on the front of the building and  
 25 five spaces on the side of the building. 9-by-19 is

1 your ordinance standard and that's pretty much a  
 2 standard requirement for a commercial development.  
 3 The 14 spaces is as required by the ordinance and it  
 4 also is very typical of a 7-Eleven of this size  
 5 store.

6 Two of the spaces along the northeast  
 7 corner of the building will be signed for employees  
 8 only and that will allow for access to the interior  
 9 trash room. Trash trucks can pull into the site,  
 10 they don't have to do a front -- they don't have to  
 11 do a direct load. They can pull in and stage in the  
 12 aisle and wheel out the trash dumpsters to the truck  
 13 just to keep them away from the driveway, and again,  
 14 those will be employee spaces so we have the ability  
 15 to move those and that can happen during off-peak  
 16 hours.

17 Going into the landscaping, you can see  
 18 by the plan here and looking back at some of the  
 19 photos on the previous exhibit, one of the real  
 20 benefits of this plan is provision for a tremendous  
 21 amount of green space and landscape along the front  
 22 of the property. So as you're approaching this  
 23 property from the intersection, you're going to have  
 24 a much different experience than you do today.  
 25 Right now, you're looking into a very small,

1 outdated gas station with the pumps and the cars  
 2 right on top of the right-of-way. Now you can see  
 3 some presence; you're going to see some green lawn,  
 4 you're going to see landscaping at the driveway  
 5 corners, you're going to see landscaping at the sign  
 6 foundation, and you're going to see -- at the corner  
 7 island of the parking, you'll see a tree and some  
 8 additional shrubs and a much better presence and I  
 9 think that was identified in the architectural  
 10 exhibit that was presented at the first hearing in  
 11 October, is the presence that's provided by this  
 12 development to provide the green space for it.

13 One of the questions that came up in  
 14 addition to the benefit of providing additional  
 15 green space, if we were to have a heavy snowstorm  
 16 like we did a few years ago, we'd have places to  
 17 store that snow. Right now, with the site cramped  
 18 up on the intersection like that, there really is no  
 19 place to put the snow. Now we have areas where we  
 20 can keep the snow and store the snow as it melts.

21 Getting into some more specifics on the  
 22 plan, it doesn't show up so well on the plan but  
 23 those trees that I identified previously that are in  
 24 the northwest corner of the property, they will  
 25 remain along the property line. There's very little

1 disturbance in that back area, so those trees, we  
 2 intend to keep and what we're going to do is  
 3 supplement those with Leyland Cypress along that  
 4 northwest property line, that border with the  
 5 residential use in that six-foot planter buffer,  
 6 which is required by the ordinance, and we're  
 7 providing that. That six-foot buffer is the minimum  
 8 buffer that we're providing and that will be  
 9 landscaped with the Leyland Cypress, but beyond  
 10 that, this dimension here, from the property line to  
 11 the parking, is closer to 15 feet or more that  
 12 provides green space and separation from this use to  
 13 the adjacent residential, and in addition to the  
 14 landscaping that's provided presently on this  
 15 property line that borders these two properties,  
 16 there is a six-foot-high wooden stockade fence. It  
 17 is our intention to replace that with a newer  
 18 updated fence. The current fence is a solid screen;  
 19 actually, the ordinance does have that provision for  
 20 a 50 percent spacing in the fencing. Our proposal  
 21 is to match the type of fence that's there as far as  
 22 the coverage of it, but what we will replace it with  
 23 is a vinyl fence that will have a little more  
 24 aesthetic appeal than the wooden stockade fence.  
 25 And that fence would come up, we would stop it at

1 the point where the current fence stops, which is  
2 the line in the front of the building, which is,  
3 again, about 15 feet back from the right-of-way  
4 line.

5 Briefly, the lighting that's provided  
6 on site, one thing that 7-Eleven does, not only with  
7 their exterior lighting but really throughout the  
8 building, is try to promote energy efficiency and  
9 they have, in the past year or so, instituted a  
10 program where they use LED lights almost entirely  
11 throughout the building inside and out. So the  
12 light fixtures that are interior of the site will be  
13 a standard -- 7-Eleven standard LED fixture, very  
14 efficient. They're a downward-focused light that  
15 does not provide glare for the adjacent properties.  
16 And those will be located -- there's a double light  
17 at the corner and lights at either side, and then in  
18 addition to that, there are lights at each driveway.  
19 The lights at the driveway, as we've met with your  
20 staff and reviewed this application initially, you  
21 would want it to comply with some of the streetscape  
22 requirements, so we're going to provide, at the  
23 driveway points, lights that meet the streetscape  
24 standards along Kingsland Street and Passaic Avenue.

25 And then there are several building-

1 mounted fixtures. There are fixtures to ensure the  
2 there's adequate light at the storefront along the  
3 entrance-way and then there are lights along the  
4 side of the building over the doorways.

5 There was a comment in your engineer's  
6 review about light spillage and we did look into  
7 that a little further. I should clarify. The  
8 spillage is, I believe, noted as about 2.5 or 2.7  
9 candles along this northeast property line. That  
10 study was done without modeling the fence that is  
11 proposed, so when you take into account the fence  
12 and if you even add on the landscaping that's  
13 provided there, we remodeled it and we'll submit  
14 that to your engineer for his review, but that  
15 brings that down to under a half a foot-candle of  
16 spillage, which is, you know, a half a foot-candle  
17 is really a minimal spillage. In fact, I was out  
18 there this evening again, there are three Wallpack  
19 type fixtures, which are forward-throw fixtures, on  
20 the southwest side of this building, which cast  
21 light back towards the property line, so that half  
22 foot-candle which might leap past the fence would  
23 not be noticeable given the ambient light conditions  
24 in that driveway. And the lights would be on -- for  
25 security purposes, they would be on from dusk until

1 dawn.

2 I'll sort of circle back and look at  
3 some of the bulk constraints that impact what result  
4 from this development. Again, we'll be  
5 consolidating the three lots, eliminating a number  
6 of nonconforming conditions from the driveway  
7 locations to the building setbacks, et cetera, and  
8 providing the building will be located split between  
9 two zones, we are working to meet the setbacks as  
10 much as possible.

11 The front yard, we're meeting both  
12 setbacks of the front yard. We meet the side yard  
13 setback. When we initially looked at this, because  
14 this was three lots, we looked at the lot -- the  
15 northeast lot as -- because it was an individual  
16 lot, it had a side yard of six feet. As we combined  
17 the lots through your engineer and planner, it's now  
18 been indicated that would be a rear lot; actually, I  
19 think your zoning official indicated that. So that  
20 would be a rear lot so we would need a variance for  
21 the rear yard setback where 20 feet is required.  
22 But for comparative purposes, with this used to be a  
23 side yard with 1.2 feet of setback, we're now  
24 meeting the equivalent side yard setback of six  
25 feet, although with an understanding that we do need

1 a variance there.

2 As far as the coverage of this  
3 property, I went through a sort of comparison of the  
4 existing building coverage to the proposed building  
5 coverage. It's very similar and nearly equivalent  
6 and much less than the maximum allowed by the  
7 ordinance. Where 50 percent coverage is allowed in  
8 the residential zone, we're at 16 percent building  
9 coverage on this property, so it's really much lower  
10 and complies, and as far as impervious coverage,  
11 there is no standard in the business zone, the B-2  
12 zone, for impervious coverage. If we were to be  
13 conservative and apply the residential zone  
14 standards, there's a 70 percent impervious lot  
15 coverage allowed, and even just looking at the whole  
16 property, we are at 68 percent lot coverage, so to  
17 be as conservative as possible in applying the  
18 residential component across the entire property, we  
19 meet that intent, the 68 percent lot coverage.

20 So from a development and intensity  
21 standpoint, we meet coverage requirements, we meet  
22 building coverage requirements, we meet the parking  
23 requirements, we improve the driveway condition, we  
24 meet all of the setback requirements but for the  
25 rear yard where we meet the sort of intent, as it

1 is, a side yard. So this really is, from a layout  
2 standpoint, this layout really works very well for  
3 this location, again, but for the zone line that  
4 bisects this property, and again, our planner has  
5 commented on that and has certainly circled back on  
6 some more comment with that.

7           The final thing that I just want to run  
8 through real quick, I know you've heard from the  
9 architect about the building signs, I just want to  
10 reiterate some issues with the -- not some issues,  
11 reiterate the design of the freestanding sign, which  
12 is located at the intersection of Kingsland and  
13 Passaic, freestanding or ground sign, if you will.  
14 It's only six-and-a-half feet tall, a little bit  
15 taller than I am. A foot and a half of that is the  
16 base, which would then be planted around the base,  
17 and that just gets the sign up a little bit so that  
18 we can put some nice foundation plantings in without  
19 the foundation plantings growing and obscuring the  
20 sign. The sign is 5-by-5, it's 25 square feet on  
21 each side. It's oriented on an angle to provide  
22 visibility, really, from all approaches, so that's  
23 important because, again, adjacent property to the  
24 northeast on Passaic Avenue, as you're coming up  
25 Passaic Avenue towards this intersection, you're

1 going to be screened from the building, so to have  
2 that identification sign on the intersection  
3 provides that advanced notice so you can get to the  
4 driveway and get in. Similarly, as you're coming up  
5 Kingsland Street with the building set back and the  
6 residential properties forward, it's tucked back,  
7 it's a little bit screened from your normal line of  
8 vision and traffic, so it's good to have, it's  
9 important to have, from a safety standpoint, that  
10 identified at the corner so that people know that  
11 they're coming onto the site, the 7-Eleven. It's  
12 located outside of the sight triangle which is shown  
13 on the plan so there are no safety concerns with the  
14 location of it. What we really are requesting is a  
15 variance because, as this Board's aware, it is a  
16 non-permitted sign in this zone.

17           MR. DiBIASI: Mr. Chairman, just a  
18 couple of issues that I'd like to circle back on.

19 DIRECT EXAMINATION BY MR. DiBIASI:

20           Q. I'd like to draw your attention to the  
21 single-family lot, if you could point to that on  
22 this exhibit.

23           A. Sure, it's at the top.

24           Q. Is it fair to say that a portion of  
25 that single-family lot is being used for buffering?

1           A. Yes, absolutely, the top edge of the  
2 page here, as I mentioned.

3           Q. And is it also accurate to say that  
4 that single-family lot is what makes the DOT  
5 standards come into compliance?

6           A. Yes.

7           Q. And would you put that very  
8 specifically on the record, why that lot is  
9 important to be incorporated into this project in  
10 order to satisfy DOT standards?

11           A. Sure. As I mentioned at the onset and  
12 as you heard from our traffic engineer, the DOT  
13 requirements for corner clearance separation is 100  
14 feet from the intersection. As this driveway is  
15 designed, it's 115 feet from the intersection so  
16 we've gained a couple extra feet by doing it, but  
17 there's absolutely no way that a compliant driveway  
18 could be provided without that lot.

19           Q. And again, to make this very clear for  
20 our record, would you do a comparison of the  
21 existing buffer between the service station and the  
22 existing one-family house -- we heard testimony that  
23 the one-family house is a one-bedroom -- and the  
24 buffering that we're proposing by incorporating the  
25 one-family lot and then setting up a new buffer.

1           A. So as I mentioned right now, there  
2 really is no buffering, and we can look back to  
3 Exhibit A-2, which is the existing conditions plan,  
4 and along the parking area of that service station,  
5 there's zero buffer, zero-foot buffer. The only  
6 thing that separates that area, that parking and  
7 circulation area from the driveway of the one-  
8 bedroom house, is a fence. And as we look back to  
9 A-3, you can see that the buffer here along the  
10 entire parking circulation area is approximately 15  
11 feet and it's well planted and it's greened with a  
12 fence similar to what's there now.

13           Q. Mr. Freud, you also mentioned that you  
14 designed this impervious coverage just to actually  
15 meet a residential standard. Did I hear that  
16 correctly?

17           A. Yes.

18           Q. Yes. Is it also fair to say, then,  
19 that the increase in runoff after this project is  
20 constructed, if approved, would be zero increase?

21           A. Yes, and that's a good question  
22 because I missed over that section, I breezed over  
23 that section, I want to reiterate that.

24           As part of this application, we have  
25 designed an underground detention system which will

1 retain all of the 210- and 100-year storms, which  
 2 are the standard practice, if you will, of storms to  
 3 analyze in developments, and that runoff from the  
 4 roof and from a portion of the parking area would be  
 5 collected, brought into that underground system,  
 6 retained with a small orifice to control the outflow  
 7 and then slowly be released into the stormwater  
 8 system that's within Kingsland Street. So all that  
 9 sheet flow that I mentioned at the beginning that  
 10 runs right off into the street and right into the  
 11 highway right now will be intercepted from the  
 12 building and the parking area and a good portion of  
 13 that will be significantly reduced through that  
 14 intersection, the potential of the runoff, so that  
 15 at the end of the day, the net result is a reduction  
 16 in runoff into the highway. From a pure flow  
 17 standpoint, it's reduced, and then you take into  
 18 effect how much is taken out of the surface runoff  
 19 that goes into the street, it's even a better net  
 20 result as far as what pedestrian and motorists would  
 21 see during a rain event.

22 Q. And to put this into layman's terms,  
 23 you have designed a state-of-the-art storm system  
 24 for runoff; is that correct, sir?

25 A. Yes.

1 Q. And is it fair, in layman's terms, to  
 2 categorize what we have right now as nothing more  
 3 than haphazard?

4 A. At best.

5 Q. At best.

6 A. Yes.

7 MR. DIBIASI: That's all I have, Mr.  
 8 Chairman.

9 CHAIRMAN SCRUDATO: Thank you. Are  
 10 there any questions for the gentlemen from Board  
 11 members?

12 (No response)

13 CHAIRMAN SCRUDATO: Hearing none,  
 14 we'll now open it to the audience and specifically  
 15 on what information has been presented by the site  
 16 plan engineer.

17 Are there any questions from the  
 18 audience?

19 (No response)

20 CHAIRMAN SCRUDATO: I don't see any.  
 21 You did a good job.

22 MR. FREUD: Thank you.

23 MR. O'BRIEN: Before you step down --

24 CHAIRMAN SCRUDATO: Almost.

25 MR. DIBIASI: Almost. We almost did

1 it.

2 MR. FREUD: Too slow.

3 MR. O'BRIEN: Am I too late?

4 Thank you very much for your testimony.

5 Am I understanding that this site plan that we're  
 6 looking at is your design, did you take part in the  
 7 design of this?

8 MR. FREUD: Yes, absolutely.

9 MR. O'BRIEN: And your team, I know  
 10 your team but --

11 MR. FREUD: Everything was done, you  
 12 know, by me or under my direction, yes.

13 MR. O'BRIEN: The buffer zone that you  
 14 show towards the residential, I guess to the west --

15 MR. FREUD: Um-hum.

16 MR. O'BRIEN: -- it shows a few trees.

17 Can you help me understand what the size of these  
 18 trees are, three, six nine and -- I see eleven, and  
 19 my plan is just small enough that I'm having trouble  
 20 reading it so I, you know, apologize for that.

21 MR. FREUD: Sure. The evergreens that  
 22 are the staggered row --

23 MR. O'BRIEN: Right.

24 MR. FREUD: -- against the fence line  
 25 are Leyland Cypress, they're planted at five to six

1 feet high.

2 MR. O'BRIEN: When they're planted,  
 3 they're five or six feet high?

4 MR. FREUD: That's correct.

5 MR. O'BRIEN: And so are these the  
 6 type that, in three or seven years, will grow to be  
 7 35, 50 feet high or do they grow to be 25 foot high;  
 8 what's the mature height of these?

9 MR. FREUD: Maybe not in three or five  
 10 years, but Cypress has a relatively rapid growth  
 11 rate, it's going to grow, you know, a foot or so a  
 12 year, so it'll get up there fairly quick.

13 MR. O'BRIEN: And what -- again, the  
 14 mature height is, give or take, how high do you  
 15 expect these to get?

16 MR. FREUD: In 10 years or 15 years,  
 17 you may see 15 to 20 feet high.

18 MR. O'BRIEN: 15 to 20 feet high. Are  
 19 they planted or do you see them to be planted on a  
 20 berm or just flat --

21 MR. FREUD: These are planted on flat  
 22 ground. The reason we don't do a berm is that the  
 23 site -- the topography in the area generally slopes,  
 24 you know, from west down towards the property, from  
 25 north down towards the property, so if we put a berm

1 in there, we'd be impeding some runoff from the  
2 neighbor's property, so we want to let that runoff  
3 flow. We're actually collecting some runoff in our  
4 inlet and discharging it.

5 MR. O'BRIEN: The reason I mentioned  
6 the berm and the height of the trees, we've had  
7 other developments in Nutley not too far from this,  
8 closer down towards River Road where the shopping  
9 center is and Target and then Cambridge Heights and  
10 these properties, when they were designed, the  
11 buffer zones, in my opinion, were done relatively  
12 nicely, they had berms and they were a combination  
13 of plantings and -- I just was wondering if there's  
14 a chance that you considered that type -- those  
15 types of plants with the berms and decided not to,  
16 you said, because of runoff or whether there's an  
17 option to enhance the perimeter with -- I'm  
18 concerned with the design we end up with is as good  
19 as we can get it, basically, that's in short. And  
20 that goes for my concern around the curb line  
21 towards the road on the south and north. Had you  
22 considered the chance of maybe a berm there with  
23 some decorative trees and some combination thereof  
24 that's a little, perhaps similar to what's further  
25 east on Kingsland?

1 Mr. Linson on that and any way that we can  
2 reasonably improve this is something that we would  
3 do.

4 We are here for long run, and we  
5 understand that this is a corner that's important to  
6 Nutley, it's one of the entrances, and we've heard  
7 loud and clearly from each member of this Board that  
8 you're asking us to make sure that, one, we fit in  
9 with the residential component, and two, that we  
10 beautify this as much as possible. What we have now  
11 is not a good entrance to the town, and Mr.  
12 Costenbader will fill in some of the background, but  
13 we will take that concern, and I know you verbalized  
14 it and I'm sure each member of the Board would  
15 second and third that and we will take constructive  
16 criticisms from the town forester and we'll comply  
17 with that if we're fortunate enough to receive  
18 approval from the Board.

19 MR. O'BRIEN: Thank you, Mr. DiBiasi.  
20 I don't know the design credentials of the forester  
21 or if I agree with him or not. I just do like some  
22 of the design that is, as I say, further down  
23 Kingsland and would like this corner to be as  
24 attractive as it possibly could.

25 MR. DIBIASI: Yes.

1 MR. FREUD: Um --

2 MR. O'BRIEN: And I don't mean to  
3 design the site for you.

4 MR. FREUD: I mean, we're certainly  
5 here to collect input from the Board and work  
6 together to come up with a plan. Um --

7 MR. DIBIASI: Mr. O'Brien, I can jump  
8 in on that because we worked together on the  
9 Cambridge Heights site, we were on one of the  
10 committees with Senator Orecchio and we worked  
11 together on that, and I understand that we had some  
12 berming for elevation changes.

13 What generally happens in cases like  
14 this is that if this Board approves this  
15 application, this application automatically goes to  
16 John Linson, who's the forester in town. Now he's  
17 been cut back on a part-time basis but he's still  
18 here and he approves every application. So that  
19 when this Board approved 57 Centre Street, which is  
20 under construction now, the 35 units over the  
21 commercial space, we're working with John Linson and  
22 he's looking at the site plan that you approved with  
23 us and he is tweaking that site plan because he has  
24 some ideas that he thinks would improve it. So we  
25 would certainly take your suggestion and work with

1 MR. O'BRIEN: I want it to be safe but  
2 as attractive as it can be.

3 The vinyl fence that is on the west  
4 edge, do I understand what you're proposing is six  
5 foot down up to within 15 foot of the road,  
6 basically, of Kingsland?

7 MR. FREUD: Yes.

8 MR. O'BRIEN: And on the west side of  
9 the vinyl fence, there would be no plantings, it'll  
10 be a vinyl fence and then a tree buffer. That's  
11 what's proposed?

12 MR. FREUD: On our side, and one of  
13 the things we actually discussed internally was  
14 whether or not to do something where to put our  
15 plantings that would best suit the neighbor and one  
16 of the things about this property, they have a  
17 landscape strip along their side of the existing  
18 fence, so we don't want to pull that out just to put  
19 something new in. If there's an opportunity to put  
20 some of these Cypress on the other side of the  
21 fence, we will, but from my initial observation, it  
22 looked like they had some established landscaping  
23 along that fence line that we didn't want to pull  
24 out just to put something new in for the sake of  
25 putting it in.

1 MR. O'BRIEN: So am I understanding --  
2 I don't know if I -- we're discussing it now, but is  
3 there a chance that that fence could be modulated or  
4 in some way adjusted so that there's a combination  
5 of landscaping on either side?

6 MR. FREUD: Oh, I'm sorry, okay, I was  
7 looking at off site. So you're saying pull the  
8 fence away from the property line and --

9 MR. O'BRIEN: I'm just talking out  
10 loud to just make sure that whatever that buffer is  
11 is as attractive as you're approaching it as it is,  
12 you know, from both sides, that it's not stark or  
13 aggressive in any way.

14 MR. FREUD: That could be  
15 accomplished, yeah.

16 MR. DIBIASI: Yeah. And I could speak  
17 on behalf of the applicant without even having a  
18 formal conference that that's our goal and we would  
19 accommodate that.

20 MR. O'BRIEN: Yeah, we have a certain  
21 area that we can --

22 MR. DIBIASI: Yes.

23 MR. O'BRIEN: -- do something with, we  
24 want it to be nice looking from both sides.

25 MR. FREUD: Yeah, that can be

1 accomplished.

2 MR. O'BRIEN: The monument sign that  
3 you're proposing on the corner, you've mentioned  
4 that that monument sign is important for the safe --  
5 I think you said something to do with safety. Is it  
6 that people would recognize -- as they're  
7 approaching the site, they have recognition before  
8 they get to the driveway?

9 MR. FREUD: Yeah, a lot of -- some of  
10 the traffic testimony you've heard is that a lot of  
11 the traffic that would come to the 7-Elevens is  
12 pass-by traffic, it's people that are traveling down  
13 this corridor normally and not destination for here  
14 so it's important that that pass-by driver who may  
15 be looking for a place to get their cup of coffee or  
16 their newspaper or whatever you have knows that it's  
17 there and knows that it's there in time to make a  
18 safe turn movement into the site. Because the  
19 building is located where it's got the adjacent  
20 apartment building along Passaic that really blocks  
21 its line of sight until you're almost up on the  
22 driveway, this provides advanced notice that that  
23 7-Eleven is there and you can pull in.

24 MR. O'BRIEN: It's just it strikes me  
25 as a building, once it's there, people are going to

1 know it's there, that these are regular people that  
2 travel frequently on this path, they're going to  
3 know this building is there, but that's just my  
4 opinion there.

5 MR. FREUD: Certainly, you'll  
6 obviously know it's there, I'll know it's there and  
7 many residents of Nutley will know that it's there,  
8 but people that are moving through along this  
9 corridor that may be not familiar with Nutley right  
10 off the bat, it's very beneficial to them, and  
11 they're the ones that are not as familiar with the  
12 intersection, maybe the traffic that's going on  
13 here, so it's even more important for that type of  
14 motorist that is a common customer of the  
15 convenience store to be able to identify it in  
16 advance.

17 MR. DIBIASI: Mr. Freud, may I just  
18 interject something?

19 Having local knowledge, Mr. O'Brien, I  
20 understand how sensitive our township is to signage.  
21 We are waiting, our team is waiting to see what will  
22 be the official rendition that we give to the Board  
23 for comment on the building and we think when we get  
24 that in place, that there will be some flexibility,  
25 we will have to look at that sign, to make sure that

1 the two work together, and we will keep your  
2 concerns open on that.

3 MR. O'BRIEN: Thank you very much.

4 MR. DIBIASI: Thank you.

5 MR. O'BRIEN: Regarding the parking  
6 lot itself, this parking lot design, this is  
7 something that you believe in, correct? It's going  
8 to be a busy parking lot. Is it fair for me to ask  
9 that you believe this is wide enough for people  
10 pulling out and pulling in and all the traffic  
11 that's going to be going on here, you're comfortable  
12 with the size that's allotted and you don't see this  
13 as something that maybe will create congestion on  
14 the site?

15 MR. FREUD: I don't believe so. A  
16 typical design standard for the drive aisle adjacent  
17 to parking is 24 feet. What we've designed here is  
18 at least 30 feet. It's 25 feet where the five  
19 parking spaces along the drive aisle is 30 feet  
20 wide, so we provided that additional depth. We've  
21 tried to balance, obviously, the 30 feet depth while  
22 still providing the landscaping area in front, but  
23 30 feet is more than the design standard, it  
24 provides plenty of room for movement in and out of  
25 the parking spaces.

1 MR. O'BRIEN: Yeah, I mentioned it  
 2 because you do have some landscaping there, and in  
 3 regards to that, what I'm seeing is, and if I'm  
 4 seeing it right, it's just -- it's grass, right?  
 5 You have some plantings on the corners, but  
 6 otherwise, it's just leveled grass.  
 7 MR. FREUD: To your point before,  
 8 there is a slight berm there and we don't want to go  
 9 too far and have it look like -- look out of  
 10 character, but it is bermed in this area  
 11 (indicating) --  
 12 MR. O'BRIEN: Oh, there is.  
 13 MR. FREUD: -- it's just -- you know,  
 14 we certainly can add some landscaping along that  
 15 berm to dress it up, if you will.  
 16 MR. O'BRIEN: Perhaps I'm just not  
 17 seeing it. How high is the berm?  
 18 MR. FREUD: It's about a foot to a  
 19 foot and a half high, it's a gradual up and down  
 20 there.  
 21 MR. O'BRIEN: So it's a narrow berm.  
 22 MR. FREUD: Yeah.  
 23 MR. O'BRIEN: Again, and this is just  
 24 a cursory review and knowing the other landscapes  
 25 that are further down the site that I'm partial to,

1 that or that's a leftover piece back there?  
 2 MR. FREUD: It's a leftover piece,  
 3 essentially; it will, you know, remain green, and  
 4 there are two mature trees that are back there that  
 5 will remain, but there is essentially no use for  
 6 that.  
 7 MR. O'BRIEN: And a fence goes around  
 8 that?  
 9 MR. FREUD: Yes.  
 10 MR. O'BRIEN: And how high is the  
 11 fence that goes around that?  
 12 MR. FREUD: Six-foot fence around the  
 13 property.  
 14 MR. O'BRIEN: The same fence goes  
 15 around that. And the 7-Eleven doesn't have any  
 16 programmed use for that piece that's over there?  
 17 MR. FREUD: For that space?  
 18 MR. O'BRIEN: For that space, yes.  
 19 MR. FREUD: No.  
 20 MR. O'BRIEN: That's it for me. Thank  
 21 you.  
 22 MR. FREUD: Thank you.  
 23 CHAIRMAN SCRUDATO: Has the Nutley  
 24 forester reviewed the site plan planting?  
 25 MR. DIBIASI: No, he has not reviewed

1 I think were done nicely. If the team could maybe  
 2 keep that as an open mark, that may be something --  
 3 I just want, you know, when we're done, I want it to  
 4 be as attractive as we can.  
 5 MR. DIBIASI: I think an elevation  
 6 change would help. I agree, I think if it's just  
 7 flat, it gets lost.  
 8 MR. O'BRIEN: If we don't need it for  
 9 the driveway and if it can help the corner and the  
 10 architect is going to be looking at doing the  
 11 building to have architectural significance or --  
 12 MR. DIBIASI: Yeah.  
 13 MR. O'BRIEN: -- sensitivity, then the  
 14 landscaping, if it was -- if it was, you know, as  
 15 rich or as attractive as it can be to mimic the  
 16 building, all of these things tend to give us a  
 17 better --  
 18 MR. DIBIASI: Yes.  
 19 MR. O'BRIEN: -- finished product.  
 20 MR. DIBIASI: And I can put on the  
 21 record that I've just received a positive nod from  
 22 our team that we can accomplish that, we'll  
 23 accomplish it.  
 24 MR. O'BRIEN: There's a backyard area  
 25 that looks like it's unused. Is there any use for

1 it yet.  
 2 CHAIRMAN SCRUDATO: Do you have --  
 3 MR. DIBIASI: We're probably a little  
 4 before that would happen because we're going through  
 5 the variances on this site, but that will happen  
 6 automatically, and if the Board directs me, as the  
 7 Board is doing now, to try to contact the forester  
 8 before our January 28 meeting, my team will do that.  
 9 CHAIRMAN SCRUDATO: His comments will  
 10 be in order in writing to us.  
 11 Another question that previously was  
 12 asked, is there a bus stop on Kingsland Avenue?  
 13 MR. FREUD: On Kingsland?  
 14 CHAIRMAN SCRUDATO: Yes.  
 15 MR. FREUD: On this site, I'm not  
 16 sure.  
 17 CHAIRMAN SCRUDATO: It was previously  
 18 asked if there was a bus stop.  
 19 MR. FREUD: When the question came up  
 20 was when we were speaking about the driveway on  
 21 Passaic --  
 22 CHAIRMAN SCRUDATO: Prior to your  
 23 testimony.  
 24 MR. FREUD: I'm sorry?  
 25 CHAIRMAN SCRUDATO: Prior to your

1 testimony.

2 MR. FREUD: I understand, and my  
3 testimony was hoping to clarify discussions that  
4 came up when the traffic engineer was up in October  
5 which had to do with the Passaic Avenue driveway and  
6 the bus stop that's there before the intersection.

7 CHAIRMAN SCRUDATO: Okay, and there is  
8 nothing on Kingsland Avenue, to your knowledge?

9 MR. FREUD: To my knowledge.

10 MR. DiBIASI: What we'll do on that,  
11 because there's some local knowledge, when Joe  
12 Staigar, with your permission, comes up to testify,  
13 we'll put him under oath on that issue. He's our  
14 traffic expert.

15 CHAIRMAN SCRUDATO: It would have an  
16 effect on where you place that westerly driveway, in  
17 my mind.

18 Okay, that's all I have. Anything?

19 MR. DEMERJIAN: I have a question.

20 CHAIRMAN SCRUDATO: Serge.

21 MR. DEMERJIAN: What's dictating the  
22 location -- what's going to determine the location  
23 of the fence? In other words, along Passaic Avenue,  
24 it comes out to about 10 feet of the property line;  
25 is that correct?

1 MR. FREUD: As it's drawn on the plan,  
2 we had it coinciding with the required front yard  
3 setback. What I've testified to tonight is because  
4 the existing fence drops to a lower height even with  
5 the existing building there, which is about 15 feet  
6 back, we would stop at that point, which is where  
7 the existing stockade fence ends at six-foot height,  
8 about 15 feet back.

9 MR. DEMERJIAN: So on Kingsland, you'd  
10 be respecting the street wall of the existing house  
11 to the west.

12 MR. FREUD: Yes.

13 MR. DEMERJIAN: How about on Passaic  
14 Ave.?

15 MR. FREUD: On Passaic, we're  
16 proposing the fence to end, again, at the ten-foot  
17 setback. Now, the existing building is just a foot  
18 or so from the right-of-way line, so the visual line  
19 of sight there is going to be improved by eight or  
20 nine feet.

21 MR. DEMERJIAN: Would it be possible  
22 to respect the adjacent apartment building to match  
23 up with that lot?

24 MR. FREUD: If that's the wish of the  
25 Board, sure.

1 MR. DEMERJIAN: That's my wish. Yeah,  
2 it's my wish.

3 MR. DiBIASI: Can you accomplish that,  
4 Mr. Freud?

5 MR. FREUD: Yeah, as I said, it's  
6 coming back from the existing building to match the  
7 adjacent building. I'm guessing that's maybe 25  
8 feet, but we'll line it up and match it, no problem.

9 MR. DEMERJIAN: Yeah, I'd like to see  
10 more to expand that distance.

11 MR. FREUD: Sure.

12 MR. DEMERJIAN: I mean, there's no  
13 reason to have that fence there, I mean, that far  
14 towards the street. There's some distance that  
15 you'd like to have, but as you're driving up -- as  
16 you're driving southbound on Passaic Avenue, as you  
17 approach that building, you'd want to see that  
18 street there.

19 MR. FREUD: Sure. That can be  
20 accomplished.

21 MR. DEMERJIAN: And some comments  
22 about what Mr. O'Brien said. Again, I'd like to see  
23 that berm as well. I think that berm would be a  
24 positive thing, whether it's --

25 MR. DiBIASI: Yes.

1 MR. DEMERJIAN: Maybe it's not six  
2 feet and certainly not a foot but maybe somewhere in  
3 between.

4 MR. DiBIASI: I think somewhere around  
5 2-1/2 to 3 feet is what we did on River Road.

6 MR. DEMERJIAN: And frankly, I'd love  
7 to see some ornamental trees along Kingsland and  
8 even Passaic.

9 Now, I know you're not the traffic  
10 engineer. The left-turn exit on Passaic Avenue, how  
11 valuable is that?

12 MR. FREUD: The left turn onto  
13 Passaic?

14 MR. DEMERJIAN: Yeah. Right turn.  
15 Yeah, right turn.

16 MR. FREUD: Our traffic engineer is  
17 here, I think he'll speak more on that.

18 MR. DEMERJIAN: Your opinion.

19 MR. FREUD: Well, from a -- I would  
20 say, from a sight standpoint, the more ability you  
21 have to make available movements, the less confusion  
22 there is.

23 MR. DEMERJIAN: I guess my question  
24 is, if you were right there by that light, it's kind  
25 of a difficult turn. As soon as you make that turn,

1 you have to wait for everybody to go by and then you  
2 get out and then you have to wait on that light. So  
3 is the property better served or is the building  
4 better served by having that as an entrance only and  
5 relying on the other exit as the main exit -- as the  
6 only exit?

7 MR. FREUD: In my opinion, I don't  
8 believe so and I worked very closely with our  
9 traffic engineer, who's provided a lot of discussion  
10 on that.

11 MR. DEMERJIAN: Yeah, we'll revisit  
12 that. Thank you.

13 MR. DIBIASI: Mr. Staigar, did you  
14 hear that?

15 MR. STAIGAR: Yes.

16 MR. DIBIASI: Mr. Staigar will address  
17 that.

18 CHAIRMAN SCRUDATO: Anything further  
19 from the Board members?

20 (No response)

21 CHAIRMAN SCRUDATO: Okay.

22 MR. DIBIASI: Thank you, Mr. Freud.

23 CHAIRMAN SCRUDATO: Oh. Please come  
24 to the microphone.

25 MS. HART: Hi, my name is --

1 CHAIRMAN SCRUDATO: Raise your hand.

2 MS. HART: Oh.

3 CHAIRMAN SCRUDATO: Would you give us  
4 your full name and spell it and give us your address  
5 for the secretary.

6 MS. HART: Karen Hart, K-A-R-E-N  
7 H-A-R-T, 114 Kingsland Street.

8 CHAIRMAN SCRUDATO: Would you raise  
9 your right hand, please?

10 MS. HART: Yes.

11  
12 K A R E N H A R T, 114 Kingsland Street, Nutley,  
13 New Jersey 07110, sworn by the Board Chairman.

14  
15 CHAIRMAN SCRUDATO: Please tell us  
16 what you have to say.

17 MS. HART: Okay. Um, did the -- will  
18 the forester or did you guys give any concern to the  
19 existing very large trees that line that property?

20 I know there's a lot of branches that extend over  
21 onto the area that you want to put the evergreens.  
22 that you will be -- probably have to trim those  
23 trees. I'm wondering if anyone --

24 MR. FREUD: That property -- is this  
25 your property --

1 MS. HART: Yes, it is.

2 MR. FREUD: -- adjacent?

3 MS. HART: Yes.

4 MR. FREUD: Okay. Our intent is to  
5 maintain the trees there and to replace the fence in  
6 time. There were some comments that may be moved a  
7 little bit closer on our property and balancing the  
8 plant material, but certainly, our goal is to  
9 preserve the existing trees that are there, we have  
10 no intention of trimming them.

11 MS. HART: Well, has anyone actually  
12 looked at how far the branches extend over onto that  
13 property?

14 MR. RICCI: Did you consider the trees  
15 may not grow because of the trees extended?

16 MS. HART: Well, I'm just wondering if  
17 they're planning on trimming them because they do  
18 extend onto the property. Would that be -- is it a  
19 possibility that that might happen?

20 MR. DIBIASI: I can make sure that  
21 happens because I will direct Mr. Linson to look at  
22 those trees and see whether or not they need to be  
23 trimmed.

24 MS. HART: Okay.

25 MR. DIBIASI: So I'll put that as part

1 of my responsibility, as the applicant's attorney,  
2 to let him look at the entire landscaping, talk  
3 about raising the berm, and also let him look at the  
4 health of the trees. That's something that he does  
5 automatically. He has a checklist --

6 MS. HART: Okay.

7 MR. DIBIASI: -- and he'll go check  
8 those mature trees.

9 MS. HART: Okay. And also, right now,  
10 there is a fence and then the fence goes a little  
11 bit lower because our concern as the residents there  
12 is to make -- we have to -- whenever we go out of  
13 the driveway, we need visibility because of the  
14 light being so close, so I guess I'm saying we --  
15 you're going to make sure that the driveway is not  
16 blocked but there is some kind of -- either a lower  
17 fence or some kind of shrubbery so people cannot  
18 walk onto our property. That's one of the reasons  
19 why we have the shorter fence there and then we have  
20 some shrubs there right now --

21 MR. DIBIASI: Step down.

22 MS. HART: -- to prevent people from  
23 walking on our property, which has happened.

24 MR. DIBIASI: Um-hum.

25 MR. FREUD: I think that, because of

1 the ordinance, we would steer away from a fence  
2 there, but we can certainly put some low shrubs  
3 there to prevent the walking through if you want.

4 MR. DiBIASI: We can do that.

5 MS. HART: So you're considering that  
6 also?

7 MR. DiBIASI: We would accept that as  
8 a condition to voluntarily do that if that would  
9 help you, sure.

10 MS. HART: Thank you.

11 CHAIRMAN SCRUDATO: Thank you.

12 Anything further from anyone in the audience?

13 (No response)

14 CHAIRMAN SCRUDATO: Hearing none,  
15 again, I'll say thank you for your testimony.

16 MR. FREUD: Thank you.

17 MR. DiBIASI: Mr. Chairman, with your  
18 permission, I'd like to call attorney Francis  
19 Costenbader.

20 CHAIRMAN SCRUDATO: Mr. Costenbader,  
21 please identify yourself for the record.

22 MR. COSTENBADER: Francis J.

23 Costenbader, C-O-S-T-E-N-B-A-D-E-R. My office is at  
24 405 Centre Street, Nutley.

25 CHAIRMAN SCRUDATO: Thank you. Please

1 tell us what you have to say.

2 As an attorney, I didn't think I had to  
3 swear him in.

4 MS. McGOVERN: Well, he's testifying  
5 as a fact witness, right? Correct, Mr. DiBiasi?

6 MR. DiBIASI: Yeah, he's actually  
7 testifying as a fact witness. Thank you for that  
8 courtesy but we better --

9 CHAIRMAN SCRUDATO: Okay, why not.

10 MR. DiBIASI: Yeah.

11 CHAIRMAN SCRUDATO: Would you raise  
12 your right hand, sir?

13  
14 FRANCIS J. COSTENBADER, 405

15 Centre Street, Nutley, New Jersey 07110, sworn by  
16 the Board Attorney.

17  
18 CHAIRMAN SCRUDATO: Please proceed.

19 MR. DiBIASI: Thank you, Mr. Chairman.

20  
21 DIRECT EXAMINATION BY MR. DiBIASI:  
22

23 Q. Mr. Costenbader, what is your  
24 involvement with this transaction?

25 A. I represent the present owner of the

1 property.

2 Q. And is it fair that you have  
3 represented the present owner and the decedent since  
4 at least 2006, if not before?

5 A. **Possibly before but my recollection is  
6 very good as far as 2006 because I represented Mrs.  
7 Smack in connection with her mother's estate.  
8 That's when her mother died.**

9 Q. And as such, you have been familiar  
10 with this project and with the property in question.  
11 Would you tell us how many parcels your client owns?

12 A. **There -- well, there actually are  
13 three entities. Mr. and Mrs. Smack owned the  
14 property on Kingsland, 108. And the gas station was  
15 owned by a corporation, Billstate, Inc., and the  
16 three-family house is owned by Stacy Corp. (ph)  
17 Both corporations were solely owned by the Smacks.**

18 Q. Okay. And if you would direct your  
19 attention to the one-family home on Kingsland, could  
20 you describe that property to us?

21 A. **It's a one-family residential home,  
22 it's presently in the name of Mr. and Mrs. Smack.**

23 Q. How many bedrooms does that home have?

24 A. **One.**

25 Q. And what is the condition of that home?

1 A. **It's in need of repair.**

2 Q. And would you also direct your  
3 attention to what we've been referring to as the  
4 repair shop that's owned by the corporation?

5 A. **Well, at one time, it was a gas  
6 station. It hasn't been used as a gas station for  
7 quite a number of years, I believe since probably  
8 2000. After he ceased pumping gas there, Mr. Smack  
9 was selling cars, it was a used-car business, but  
10 that also was, as anybody can see, is also in need  
11 of repair.**

12 Q. Yes. And is it accurate to say that  
13 there are four underground storage tanks on this  
14 particular piece of property?

15 A. **Yes, the tanks were emptied out.  
16 They're empty but they're still in the ground.**

17 Q. Right. And one reason why they're  
18 still in the ground is that your client, and I'm  
19 saying this respectfully, does not have any liquid  
20 assets in order to complete an orderly transition of  
21 removing the tanks and replacing them with clean  
22 soil; is that fair, sir?

23 A. **That's correct, she doesn't have the  
24 resources.**

25 Q. Is it fair to say that she doesn't even

1 have the resources to maintain the three-family  
2 house and the one-family house, let alone try to  
3 upgrade those?  
4 **A. Correct. Presently, their income**  
5 **consists primarily of her Social Security and the**  
6 **rental income that she's getting from the two**  
7 **properties, and of course, this is a one-family and**  
8 **there's only two rentals coming in from the**  
9 **three-families because one of the units is vacant.**

10 **Q.** And that's vacant as a result of a  
11 fire; is that correct?

12 **A. Correct.**

13 **Q.** And you've heard testimony to that  
14 effect.

15 You've also told me that there's a  
16 possibility that the three-family is a nonconforming  
17 structure or possibly an illegal structure.

18 **A. Well, that's what Mrs. Smack has been**  
19 **recently told. As a result of the fire when the**  
20 **town came and inspected the premises, she was told**  
21 **it was an illegal three-family. It was a legal two-**  
22 **family. She's owned it for 35 years, she bought it**  
23 **as a three-family. The town records say it's a two-**  
24 **family.**

25 **Q.** So you're looking into that.

1 **A. I have to.**

2 **Q.** Yes.

3 **A. If we were to sell it as a three-**  
4 **family.**

5 **Q.** Now, since 2006, and I don't want to go  
6 back beyond that, but from 2006 to the present, how  
7 many contracts have you had on any of these parcels?

8 **A. None. There have been several parties**  
9 **in interest but the Smacks always took the position**  
10 **that they would sell the property in its as-is**  
11 **condition, they would not do anything, no**  
12 **environmental problems, no C.O. problems, nothing,**  
13 **and of course, with that position, most people would**  
14 **back off --**

15 **Q.** That's right.

16 **A. -- particularly with the tanks in the**  
17 **ground.**

18 **Q.** As a matter of fact, you and I actually  
19 had discussions concerning this property before my  
20 current client and those clients backed off as a  
21 result of the as-is condition and the tanks in the  
22 ground.

23 **A. Correct.**

24 **Q.** Is that correct, sir?

25 **A. That's correct.**

1 **Q.** Is it also fair that your client has  
2 been reasonable over these six years and is willing  
3 to sell the individual parcels?

4 **A. The Smacks were willing to accept**  
5 **anything that was reasonable on the condition that**  
6 **they were sold as-is.**

7 **Q.** And up until my client now has stepped  
8 forward and we're proceeding with this application,  
9 you've received no contracts for the one-family  
10 home?

11 **A. No.**

12 **Q.** None for the gas station?

13 **A. None.**

14 **Q.** And none for the three-family home?

15 **A. No.**

16 **Q.** So it's fair to say that your client  
17 has been reasonable and is not saying "I want to  
18 sell all three parcels or I'm not selling it," she  
19 has been flexible.

20 **A. Correct. Well, she wants to sell all**  
21 **three parcels but she didn't necessarily say they**  
22 **all had to go together.**

23 **Q.** And that opportunity never happened.

24 **A. Never.**

25 **Q.** So, obviously, you're routing for us to

1 be successful here.

2 **A. By all means.**

3 **Q.** Is there anything else that you believe  
4 is relevant to give the history of the property and  
5 to show that, you know -- let me ask these questions  
6 specifically.

7 From 2006 to the present, has your  
8 client been diligent in attempting to sell the three  
9 parcels?

10 **A. Yes. She has engaged several**  
11 **realtors.**

12 **Q.** And they've been commercial realtors.

13 **A. Correct.**

14 **Q.** People who specialize in these kinds of  
15 properties.

16 **A. Correct.**

17 **MR. DIBIASI:** Thank you, sir. Your  
18 witness, Mr. Chairman.

19 **CHAIRMAN SCRUDATO:** I have a question  
20 for you, Mr. DiBiasi.

21 **MR. DIBIASI:** Yes, sir.

22 **CHAIRMAN SCRUDATO:** Has your client  
23 engaged an engineering firm with regards to the  
24 cleanup or the evaluation of the grounds?

25 **MR. DIBIASI:** We have, your Honor, and

1 there are issues which my client believes we would  
2 be able to take, and I know I'm not -- under land  
3 use, I'm not allowed to get into dollars and sense,  
4 but they're always a practical matter and my client  
5 has made a decision that that investigation would  
6 economically work in this package and that we would  
7 be able to remove those tanks, put in clean soil,  
8 and finish the situation, which Mr. Smack is not  
9 able to do.

10 I will tell you this since it's come  
11 out, that other clients of mine have looked at it  
12 and have walked away. But this client believes that  
13 we can make this work.

14 CHAIRMAN SCRUDATO: Well, if you do  
15 engage an engineering firm to submit a clean bill of  
16 health for the property, it would become part of  
17 this application.

18 MR. DIBIASI: Yes, we understand that  
19 if this Board were to approve, that we would be  
20 subject to DEP regulations and building codes and  
21 all of those things. We appreciate that, Mr.  
22 Chairman.

23 CHAIRMAN SCRUDATO: Thank you. I have  
24 no further questions.

25 MR. DEMERJIAN: I have a question. I

1 have questions.

2 Is it reasonable to say that your  
3 client has been reasonable by saying that they're  
4 taking the full value of the sale and walking away  
5 from all of the liability related to environmental  
6 problems?

7 MR. COSTENBADER: She really hasn't  
8 got any choice, she doesn't have any means to  
9 resolve anything. The contract that we entered into  
10 with the present prospects was entered in in August  
11 of 2011, I think it was like August 22. Mr. Smack  
12 died September 2, 2011. So she's totally without  
13 any resources to do anything with the property,  
14 which was true even when Mr. Smack was alive because  
15 he had been very ill for many years.

16 MR. DEMERJIAN: She is getting the  
17 value of the property, though.

18 MR. COSTENBADER: Excuse me?

19 MR. DEMERJIAN: She's getting the  
20 value of the property, though.

21 MR. COSTENBADER: Correct.

22 MR. DEMERJIAN: So she does have the  
23 means if the sale goes through.

24 MR. COSTENBADER: Well, if the sale  
25 goes through, why would she have any responsibility?

1 MR. DEMERJIAN: I'm saying she could  
2 take on that liability.

3 MR. COSTENBADER: Oh, she could but  
4 she's not prepared to.

5 MR. DEMERJIAN: Well, that's my point.  
6 Is she being reasonable?

7 MR. COSTENBADER: I believe so.

8 MR. DIBIASI: I can step in. My  
9 client thought that she was being reasonable because  
10 my client signed the contract.

11 MR. DEMERJIAN: Okay.

12 CHAIRMAN SCRUDATO: Anything further?

13 MR. DIBIASI: And you know I'm saying  
14 that with respect. You know that.

15 MR. DEMERJIAN: I do.

16 MR. DIBIASI: Okay.

17 CHAIRMAN SCRUDATO: Okay. No  
18 questions from Board members. Alrighty.

19 Is there anyone in the audience who  
20 would like to ask a question?

21 (No response)

22 CHAIRMAN SCRUDATO: Hearing none, Mr.  
23 DiBiasi, we're going to call a five-minute recess --

24 MR. DIBIASI: All right.

25 CHAIRMAN SCRUDATO: -- for --

1 MR. DIBIASI: And then we'll have Mr.  
2 Staigar and then we're done for tonight.

3 CHAIRMAN SCRUDATO: All right.

4 MR. DIBIASI: All right? Thank you.

5 CHAIRMAN SCRUDATO: Five minutes.

6 (Recess taken)

7 MR. DIBIASI: Mr. Chairman, the  
8 township attorney was kind enough to give me a  
9 report. So we found out that the forester didn't  
10 look at this plan, and I thank you for giving us the  
11 report and, of course, my client will accept the  
12 recommendations of the forester.

13 CHAIRMAN SCRUDATO: Thank you, sir.

14 MR. DIBIASI: Thank you.

15 CHAIRMAN SCRUDATO: Mr. Hay. Please  
16 give us your full name, your address, and spell your  
17 last name.

18 MR. HAY: Todd M. Hay, H-A-Y, 105  
19 Fieldcrest Avenue, Suite 502, Edison, New Jersey.

20 CHAIRMAN SCRUDATO: Raise your right  
21 hand, sir.

22  
23 T O D D M. H A Y, 105 Fieldcrest Avenue, Suite  
24 502, Edison, New Jersey 08837, sworn by the Board  
25 Chairman.

1  
 2 CHAIRMAN SCRUDATO: Please tell us  
 3 what you have to say.  
 4 MR. HAY: As the township engineer, I  
 5 did write a letter of September 11, 2012  
 6 representing the Board's interests as well as the  
 7 town's interests concerning the application. I  
 8 think Mr. Freud put everything on the record exactly  
 9 what was in my report in addressing some of the  
 10 comments I had had. One of the comments  
 11 specifically I think we need to have answered is  
 12 about the loading space. I don't recall anything  
 13 being discussed about the loading space. There is a  
 14 variance relief that's being sought by this Board  
 15 and that probably should be discussed and put on the  
 16 record.

17 A couple of the highlights in my  
 18 letter. I'll make it, again, very brief. This is  
 19 one of the two letters I wrote that are less than  
 20 three or four pages, but the -- I think that the  
 21 applicant got into some of the other variance relief  
 22 concerning the signage; also, the minimum cleared  
 23 distance that's required on this application. I  
 24 want the Board to know, I want to reiterate the  
 25 traffic testimony, that it's imperative that the

1 applicant get an approval from the DOT, who will  
 2 tell them about whether or not the accesses are  
 3 acceptable, as well as the ingress and egress points  
 4 concerning left turn/right turn movements,  
 5 especially outside of Kingsland Avenue, which is a  
 6 concern that I've shared with the town and that the  
 7 town has also shared with me and I'm putting back on  
 8 the record.

9 There also was a concern, I believe,  
 10 from one of the Board members -- Serge, it might  
 11 have been you -- about the left turn and moving up  
 12 the stop bar. The stop bar, again, was determined  
 13 to be moved up to provide relief for one vehicle,  
 14 and that was provided because of the fact that you  
 15 really cannot make a turn into what would be  
 16 considered an intersection. Once you go beyond a  
 17 stop bar, you're technically within an intersection.  
 18 So that discussion, which we had preliminarily a  
 19 concept plan, was discussed with the applicant,  
 20 which was recommended by me, that that be looked at.  
 21 I have no guarantees of whether or not the DOT will  
 22 accept that; however, the DOT will have to rule on  
 23 that because that's basically within their  
 24 intersection and changing what was their original  
 25 traffic signalization plan that was accepted by them

1 several years ago.  
 2 As far as the lighting, I did have a  
 3 concern about the lighting with the amount of  
 4 foliage that's going to be removed and reviewed also  
 5 Mr. Linson's report on landscaping. A lot of  
 6 landscaping that's there now is very superficial.  
 7 At least from what the landscaper says, there is  
 8 some mature trees in the rear, but as you get  
 9 towards the apartment side, I was a little concerned  
 10 about that, so hearing that the applicant's going to  
 11 address that, it's critical to me to make sure that  
 12 we will not have any problems with adjacent owners,  
 13 and that will also include residential properties  
 14 that lie along Kingsland Avenue.

15 As far as the access permits, again, I  
 16 mentioned in my letter right-of-way access, water  
 17 main, extension permits, treatment application, soil  
 18 erosion permits and, of course, permits with Public  
 19 Works. There is, of course, a formality of dealing  
 20 with putting in a new sewer which we will need to  
 21 look at and also doing improvements on Passaic  
 22 Avenue related to that sewer, as we are looking to  
 23 perhaps not have a tie-in point directly to the main  
 24 but instead to the nearest manhole. So we'll be  
 25 discussing that with the applicant and would ask

1 that the Board make that a condition of approval if  
 2 this application were accepted by the Board.  
 3 My last comment is, again, as I  
 4 mentioned -- I heard this earlier and I just want to  
 5 put this on the record -- again, in my letter, I did  
 6 mention that any architectural plan that's brought  
 7 back to the Board, that I would hope that the  
 8 applicant would at least discuss with the Facade  
 9 Committee that they would be able to give their  
 10 input into whether or not it is applicable with the  
 11 residential standards of the town.

12 MS. MCGOVERN: Before coming here?

13 MR. HAY: Well, either simultaneously,  
 14 Diana -- to me, I do believe that they need to have  
 15 some input on it. There is -- I don't want to say  
 16 it's an eclectic pattern along Kingsland Avenue. I  
 17 did mention Clifton Commons. I did mention the fact  
 18 that it should be looked at by a group of people  
 19 maybe on the Board. I know it's not -- that's not a  
 20 traditional thing that we've done in town but with  
 21 this particular corner, because of the visibility of  
 22 the corner, it may need to be looked at by some  
 23 others.

24 CHAIRMAN SCRUDATO: Are you a member  
 25 of the Facade Committee?

1 MR. HAY: I am like a --  
 2 CHAIRMAN SCRUDATO: And when do they  
 3 meet?  
 4 MR. HAY: I believe that they meet  
 5 once every month; I'd have to check on that, Mr.  
 6 Chairman, but I can get back to you or have one of  
 7 the members get back to you.  
 8 CHAIRMAN SCRUDATO: Please. Thank  
 9 you.  
 10 MS. McGOVERN: They worked on the  
 11 whole Franklin Avenue, all the changes, right?  
 12 MR. HAY: Yeah, as a matter of fact,  
 13 they were very instrumental on Franklin Avenue. As  
 14 a matter of fact, they also looked at the -- I know  
 15 the Burger King application was looked at, the  
 16 Rite-Aid --  
 17 MR. DiBIASI: Jersey Joint.  
 18 MR. Hay: Jersey Joint, that was also  
 19 looked at, thank you very much, Mr. DiBiasi, and one  
 20 of the buildings on Harrison and Franklin Avenue was  
 21 looked at as well, the Facade Committee looked at  
 22 that.  
 23 CHAIRMAN SCRUDATO: Thank you.  
 24 MR. HAY: Thank you.  
 25 CHAIRMAN SCRUDATO: Mr. O'Brien?

1 Mr. DiBiasi can --  
 2 MR. DiBIASI: I can jump in because  
 3 Mr. Hay and I worked on the Burger King and Rite-Aid  
 4 application. As a matter of fact, this Board heard  
 5 that.  
 6 The Facade Committee is a voluntary  
 7 group. It doesn't have any teeth in terms of  
 8 enforcement, but it will make a recommendation and  
 9 we'll be glad to do it, but ultimately, the decision  
 10 is this Board's, as it would be the Planning  
 11 Board's.  
 12 MR. HAY: Right.  
 13 MR. DiBIASI: So it's a voluntary  
 14 group and because we're all neighbors and we all  
 15 live here, we'll be glad to sit down with them. But  
 16 ultimately, the decision is this Board's.  
 17 MR. HAY: And again, it's just a  
 18 suggestion, I put that in my letter, it's just a  
 19 suggestion, so...  
 20 CHAIRMAN SCRUDATO: Okay.  
 21 MR. O'BRIEN: Thank you.  
 22 CHAIRMAN SCRUDATO: Any questions of  
 23 Mr. Hay?  
 24 MS. McGOVERN: So you wanted the  
 25 engineer to come back up and address the loading

1 MR. O'BRIEN: Yes, I have a question.  
 2 How does the Facade Committee get involved in one of  
 3 these projects?  
 4 MR. HAY: You know, the way it  
 5 happened before when I was involved in the Burger  
 6 King application, which was about six or seven years  
 7 ago, because there was a lot of discussion about  
 8 that with the Rite-Aid that was there as well as the  
 9 new Burger King. It was looked at, from what I  
 10 understood, before the application was actually  
 11 heard. Now, I'm not going to say that that happens  
 12 all the time; I've seen applications, smaller  
 13 applications, that had been heard, you know, before  
 14 either the Planning Board or the Zoning Board  
 15 simultaneously and they'll get out a comment letter  
 16 and the comment letter will be very brief. But nine  
 17 times out of ten, you know, with respect to -- I  
 18 have not seen an application that's come to a -- the  
 19 Facade Committee outside of Franklin Avenue. I just  
 20 thought it might be applicable for this particular  
 21 area because it's such a gateway to the township and  
 22 I don't know of any other gateways to the township  
 23 other than this one that lie on the border.  
 24 MR. O'BRIEN: I'm just -- I'm confused  
 25 with exactly what the course of action is. Maybe

1 space?  
 2 MR. HAY: I think we should have that  
 3 addressed, yeah, for the record, yes. Thank you.  
 4 CHAIRMAN SCRUDATO: Anyone in the  
 5 audience who wants to --  
 6 MS. McGOVERN: The engineer --  
 7 CHAIRMAN SCRUDATO: Will the engineer  
 8 please come back?  
 9 MR. O'BRIEN: Can I ask a quick  
 10 question about DOT?  
 11 MR. DiBIASI: Sure.  
 12 MR. O'BRIEN: You mentioned that, and  
 13 I've heard this before, that this application will  
 14 go before the DOT and it needs DOT approval. We've  
 15 had testimony, and certainly -- most likely,  
 16 everyone in this room knows that this is a very busy  
 17 corner and it needs help, right now it needs help.  
 18 Do you -- are you confident that the DOT will try  
 19 and solve the congestion on this corner, will they  
 20 address the condition on this corner?  
 21 MR. HAY: The existing condition?  
 22 That was something that I had asked the traffic  
 23 engineer to actually look into the last time during  
 24 my last testimony and I had asked him to be able to  
 25 address that with the DOT because we all agreed the

1 last time that there was a potential problem there.  
2 The potential problem was on Kingsland Avenue and I  
3 believe that that -- really, the burden of that does  
4 belong with the applicant's engineer, the traffic  
5 engineer. I think that can be looked at, especially  
6 they're dealing with them to secure a major access  
7 permit.

8 MR. O'BRIEN: The -- yes, sir.

9 MR. DIBIASI: Procedurally, Mr.

10 O'Brien, I know the Board asked us to give an  
11 update, Mr. Staigar has been working with this  
12 permit hands on and we can report to you that right  
13 now, our application is on a caseworker's desk. So  
14 as we're making this presentation, the caseworker is  
15 actually looking at our application, and then we  
16 will get a feedback from them.

17 Some history. We'll all remember by  
18 having, again, local knowledge that there was a  
19 \$600,000 distribution that our Commissioners  
20 negotiated with the City of Clifton and the related  
21 industries when the Commons went in. The Commons  
22 were going in at the same time that we were doing  
23 Cambridge Heights, and that \$600,000 was earmarked  
24 informally to look at the intersection of Passaic  
25 and Kingsland. I don't know what happened, but I

1 know what didn't happen because the intersection is  
2 the same today as it was 12 years ago when those  
3 projects were going on. So what we're doing now,  
4 subject to some, you know, large grant or infusion  
5 of capital from the state, being a state highway, is  
6 that we are going to at least try to control the  
7 ingress and egress, try to improve the  
8 signalization, and at least come up to DOT  
9 standards. I made a very clear statement to this  
10 Board. If we are not successful at DOT, how do I  
11 come back to this Board and ask this Board to  
12 approve this application? So that we know how  
13 critical it is for us to get the major access  
14 approved.

15 That's a separate issue, however, from  
16 what we all agree would be a major influx of capital  
17 in order to do something really special with that  
18 intersection.

19 MR. O'BRIEN: Thank you very much, Mr.  
20 DiBiasi. What I'm trying to draw a distinction to,  
21 and perhaps, it's just a concern of mine, this  
22 application certainly could do everything right and  
23 could even improve on what could be a worse  
24 condition, but the DOT has already a problem at this  
25 intersection and I'm not so certain, I don't know

1 whether or not this application or the focus of this  
2 Board can bring some light and some energy to this  
3 corner and try to solve it or does it just continue  
4 to go on year after year and everybody says "Oh, no,  
5 it's not about this application, that's from the  
6 previous, that's the mistake they made last year,  
7 that's not today," and I'm concerned because this is  
8 an improvement to the corner, this is an improvement  
9 to Nutley.

10 MR. DIBIASI: Um-hum.

11 MR. O'BRIEN: What about what already  
12 needs to be fixed?

13 MR. DIBIASI: Right.

14 MR. O'BRIEN: Can we draw pressure to  
15 that, I guess is my concern.

16 MR. DIBIASI: I will direct, through  
17 you and the Chairman, to have Mr. Staigar bring  
18 those comments to the caseworker.

19 MR. O'BRIEN: Can we bring the DOT  
20 here?

21 MR. HAY: Good luck.

22 MR. DIBIASI: Why don't I try to bring  
23 the governor here.

24 MR. O'BRIEN: I want them here.

25 MR. DIBIASI: I think we should just

1 go for the governor.

2 MEMBER OF THE PUBLIC: Get Christie  
3 here.

4 MR. DIBIASI: If he can go on the  
5 daily show and do all of these TV shows, come here.

6 But I think we all know that this is a  
7 major infusion of capital and I think it is going to  
8 take -- "political pressure" is probably the wrong  
9 word -- some political savvy in order to get funded  
10 for this intersection.

11 So we will take the comments, these are  
12 official comments on the record from Board members,  
13 through the Chairman, and I can see that Mr. Staigar  
14 is diligently writing this down and we will do our  
15 best.

16 MR. O'BRIEN: Thank you.

17 CHAIRMAN SCRUDATO: On another  
18 subject, Mr. DiBiasi, are we -- certain Board  
19 members were not in attendance to all meetings. Are  
20 we going to get transcripts?

21 MR. DIBIASI: Yes, I just spoke with  
22 Mr. Pastore on that and he needs two meetings and  
23 we're going to have -- we really need three meetings  
24 because we have another member that is not present.

25 MS. McGOVERN: Right, if you -- I

1 think you have to make a copy of -- I think we need  
2 a transcript for each one of the meetings --

3 MR. DiBIASI: Yes.

4 MS. McGOVERN: -- that we had.

5 MR. DiBIASI: Yes, well, we understand  
6 that and my client is here and he's hearing the  
7 words directly that we have to have these  
8 transcripts transcribed, so we'll get one copy and  
9 we'll ask the Board members to share.

10 CHAIRMAN SCRUDATO: As you get closer  
11 to the end.

12 MR. DiBIASI: Yes, as we get closer to  
13 the end, we'll have to do that. Mr. Graziano has  
14 not been here, everyone else's attendance I think  
15 has been perfect, and Mr. Pastore is not here, so  
16 he'll be up to speed once I get him those other two.

17 CHAIRMAN SCRUDATO: Okay. Any other  
18 questions from anyone in the audience? Please come  
19 to the microphone.

20 Please give us your full name, your  
21 address, and spell your last name.

22 MS. FRANK: Linda Frank, 105 Kingsland  
23 Street, Nutley, New Jersey. Last name, F-R-A-N-K.

24 CHAIRMAN SCRUDATO: Would you raise  
25 your right hand, please?

1 L I N D A F R A N K, 105 Kingsland Street, Nutley,  
2 New Jersey 07110, sworn by the Board Chairman.

3  
4 CHAIRMAN SCRUDATO: Please tell us  
5 what you have to say.

6 MS. FRANK: My question is about the  
7 traffic with the DOT. About three years ago, I  
8 started working -- I started seeing people do --  
9 taking pictures and looking around at the  
10 intersection of Kingsland and Passaic. I approached  
11 them, they said they were trying to do something to  
12 improve that. So I said "Okay," so things changed  
13 and I've been busy, but about, um, say -- say five  
14 months ago, I decided again, because the traffic was  
15 getting worse, we were having a lot more traffic,  
16 and I then decided to call the numbers that I had  
17 dealt with the people. Unfortunately, I don't have  
18 the papers with me, so I called the state, the state  
19 says "Oh, we don't handle that, you have to go to  
20 DOT." DOT says "We don't handle that, you have to  
21 go back to your town and have your town start  
22 something in order to improve anything to be done on  
23 Kingsland and Passaic Avenue." It just seems like  
24 we're getting a runaround and that is my basic  
25 concern: Living on that intersection, putting that

1 store there, with all of that heavy traffic, and  
2 nothing being done. So it seems like we went from  
3 the state to the DOT back to the town.

4 CHAIRMAN SCRUDATO: Mr. Hay, do you  
5 have contact with the DOT?

6 MR. HAY: Yes, I do, I have direct  
7 contact with the DOT and I will make sure to follow  
8 up with the resident's concern. I just gave her my  
9 Nutley business card so she can contact me and I  
10 will make an attempt to my direct contact who I can  
11 easily call and get some information on that. They  
12 should have some info that they can share and  
13 discuss the issues they've been looking at with the  
14 signal. I do know the reason a lot of the signals  
15 were looked at adjacent to Route 3 were because of  
16 the improvements that were being done on Route 3.  
17 However, I can get some more direct knowledge and  
18 share that with the resident.

19 CHAIRMAN SCRUDATO: That's fine. Does  
20 that satisfy you?

21 MS. FRANK: Yes, that satisfies me.

22 Thank you.

23 CHAIRMAN SCRUDATO: Anyone else?

24 MS. POWERS: I do.

25 CHAIRMAN SCRUDATO: Would you give us

1 your full name, your address, and spell your last  
2 name, please.

3 MS. POWERS: My name is Frances  
4 Powers, my address is 95 Elm Place, Nutley, New  
5 Jersey.

6 CHAIRMAN SCRUDATO: Would you raise  
7 your right --

8 MS. POWERS: P-O-W-E-R-S.

9 CHAIRMAN SCRUDATO: Would you raise  
10 your right hand?

11  
12 F R A N C E S P O W E R S, 95 Elm Place, Nutley,  
13 New Jersey 07110, sworn by the Board Chairman.

14  
15 CHAIRMAN SCRUDATO: Please tell us  
16 what you have to say.

17 MS. POWERS: I have a concern. I live  
18 on Elm Place --

19 CHAIRMAN SCRUDATO: Please speak into  
20 the mic.

21 MS. POWERS: I live on Elm Place.  
22 With all of this traffic that's coming down  
23 Kingsland, Elm Place cuts right into there very  
24 close to where this store is planned. We have so  
25 much traffic as it is on Elm, I want to mitigate

1 that traffic on my block, especially with a 24/7  
2 business. We have so much noise as it is and  
3 garbage. So I'd like the Board to address that, I'd  
4 like all of our specialists here to address that as  
5 well.

6 CHAIRMAN SCRUDATO: Don't go away.  
7 Stay there.

8 Any questions of the lady?  
9 (No response)

10 CHAIRMAN SCRUDATO: Thank you.

11 MS. POWERS: You're welcome.

12 CHAIRMAN SCRUDATO: Anyone else?

13 MS. McGOVERN: It's not a 24 -- Miss,  
14 it's not a 24/7 store. It's not planning on being a  
15 24-hour store.

16 MS. POWERS: Do you know what the  
17 hours are?

18 MS. McGOVERN: We haven't gotten the  
19 testimony but I was told --

20 CHAIRMAN SCRUDATO: We'll get it.

21 MS. McGOVERN: -- it would be by  
22 ordinance, what the ordinance allows.

23 MS. POWERS: Okay.

24 CHAIRMAN SCRUDATO: Maybe Mr. DiBiasi  
25 can enlighten us on what the tentative hours are?

1 MR. DiBIASI: Counsel said it right,  
2 whatever the ordinance of the Township of Nutley  
3 allows.

4 CHAIRMAN SCRUDATO: Okay.

5 MS. McGOVERN: 7 to 12 or 7 to 11.

6 MR. HAY: 7 to 11.

7 MS. McGOVERN: 7 a.m. till --  
8 something like that. We'll have to -- counsel will  
9 have to put it on the record, eventually, we'll have  
10 to get it set, set time.

11 There was a comment, though, by Mr. Hay  
12 about the loading zone or the loading space, if you  
13 want to --

14 CHAIRMAN SCRUDATO: Yes. Would the  
15 engineer please come to the mic?

16 MR. DiBIASI: We can handle that  
17 loading zone from Joseph Staigar, our traffic  
18 expert.

19 MR. HAY: That's fine. No problem.

20 MR. DiBIASI: And I think that's okay  
21 with you?

22 MR. HAY: Um-hum.

23 MR. DiBIASI: And he's our last  
24 witness.

25 CHAIRMAN SCRUDATO: That's it?

1 MR. DiBIASI: For tonight.

2 CHAIRMAN SCRUDATO: Sum up.

3 MR. DiBIASI: Well, just for tonight.

4 CHAIRMAN SCRUDATO: Mr. Staigar,  
5 please.

6 Please give us your full name and your  
7 address and spell your last name for the secretary.

8 MR. STAIGAR: Yes. My name is Joseph  
9 Staigar, S-T-A-I-G-A-R, 17 Tremont Drive, East  
10 Hanover, New Jersey.

11 CHAIRMAN SCRUDATO: Would you raise  
12 your right hand, sir?

13  
14 J O S E P H S T A I G A R, 17 Tremont Drive, East  
15 Hanover, New Jersey 07936, sworn by the Board  
16 Chairman.

17

18 CHAIRMAN SCRUDATO: Please tell us  
19 what you have to say.

20 MR. STAIGAR: Yes. Subsequent to the  
21 last hearing -- well, not the last hearing, the last  
22 hearing I testified to -- the Board had requested or  
23 recommended we take traffic counts at the existing  
24 7-Eleven on Passaic and Hancox to see how it might  
25 compare to what's being proposed, and I had done

1 that and I have copies. It's a rather short letter  
2 and I think it's pretty simple to go through and I  
3 have copies for the Board as well as the public. If  
4 I may pass them out, Mr. Chairman?

5 CHAIRMAN SCRUDATO: (Chairman nods.)

6 MS. McGOVERN: We're going to mark  
7 that. Mark that as -- what are we up to, the next  
8 one?

9 MS. GOWOREK: Well, I was going to put  
10 "A-2" on it but he already had them. He has A-2,  
11 A-3. So I can make this --

12 MS. McGOVERN: So make it A-1?

13 MS. GOWOREK: We can make it A-2,  
14 12/10.

15 MS. McGOVERN: All right.

16 (Letter from Mr. Staigar regarding traffic  
17 counts marked as Exhibit A-2)

18 MR. STAIGAR: Very simply, I'll go  
19 through the letter. We went out to Hancox and  
20 Passaic to count what went in and what went out,  
21 very simple, just sit at the driveway and count how  
22 many went in and how many people out, vehicles,  
23 during -- at 15-minute increments. We went on a  
24 morning between 7 and 9 a.m. on November 29, went  
25 also on Tuesday, November 13 from 4 to 6:30 p.m. and

1 then again on Saturday, November 17, 2012 between  
2 11:30 and 2:30 p.m., and obviously, we had to work  
3 in between the aftermath of Sandy, our superstorm  
4 Sandy, and Thanksgiving coming along in order to be  
5 prepared to provide this information. So we picked  
6 days that were relatively stable.

7 If you look on the tables, very simply,  
8 what I did was I highlighted the peak hours. When  
9 we take our counts, we take our counts in 15-minute  
10 increments, every 15 minutes, and the highest four  
11 consecutive 15-minute periods give us our peak  
12 hours.

13 The bottom table provides the morning  
14 peak hours that was taken -- the count was taken on  
15 Thursday, November 29, 2012, and at that location at  
16 Passaic and Hancox, the peak hour occurred from 7:30  
17 to 8:30 and there were, during that time period, 78  
18 vehicles came in, 81 came out. It just so happened  
19 that three of them -- three additional parked cars  
20 stayed in the lot.

21 Now, that compares, that number  
22 compares to the projections that you heard me  
23 testify to on what the proposed store will generate  
24 and those projections for that a.m. peak hour were  
25 102 in and 102 out. So the ITE trip rates are

1 considerably higher and, in fact, 22 percent higher  
2 than what's happening at Hancox Avenue.

3 P.m. peak hours up on the top, peak  
4 hours occur between 5 and 6 p.m., there were 49 in  
5 and 49 out at the existing store at Hancox, and that  
6 compares to the ITE projection of 81 in and 78 out.  
7 So the ITE was 38 percent higher than what's  
8 happening at Hancox. And lastly, on Saturday, we  
9 took counts from 11:30 in the morning to 2:30 in the  
10 afternoon. Peak hour occurred between 12 and 1 p.m.  
11 There were 50 in and 53 out. That compares to 113  
12 in and 113 out, which again projected by the ITE  
13 rates, which are 54 percent higher than what happens  
14 at Hancox. So what we're seeing is that the store  
15 at Hancox is generating traffic much lower than the  
16 ITE trip generation rates, and again, the ITE trip  
17 generation rates are national regional rates.  
18 They're taken from data from anywhere out from the  
19 Midwest or the West Coast as well as the East Coast,  
20 so it's a conglomeration of trip generation rates.

21 The ITE does recommend, in fact, in  
22 order to be more accurate, to take local studies to  
23 see how that compares and that's exactly what we did  
24 at Hancox: How does a 7-Eleven react here in Nutley  
25 versus throughout the rest of the United States, on

1 average, and we're finding that it's considerably  
2 less than what the ITE projects. But again, my  
3 assessments, all my assessments, all of my testimony  
4 were based on the ITE trip generation rates, which I  
5 believe are conservative, as proven by the  
6 additional counts that we had taken here in Nutley  
7 at Hancox Avenue. So that was the whole purpose of  
8 doing that study, the viability or the accuracy of  
9 the ITE projections.

10 MR. DiBIASI: Mr. Chairman, may I just  
11 follow up with a couple of issues --

12 CHAIRMAN SCRUDATO: Please.

13 MR. DiBIASI: -- before... Thank you  
14 for that courtesy.

15 DIRECT EXAMINATION BY MR. DiBIASI:

16 Q. Mr. Staigar, before you address the  
17 loading zone issue, we've had some gaps because of  
18 the time period, but one of the principles that I  
19 remember the testimony being is that what exists  
20 today and what will exist tomorrow, if the Board  
21 were to approve this situation, is what?

22 A. Is the same in terms of the amount of  
23 traffic on Kingsland and the amount of traffic on  
24 Passaic. Certainly, we're going to see quite a bit  
25 more activity in and out of the site, you know, the

1 driveways, but that is going to be primarily pass-by  
2 trips, almost entirely pass-by trips, meaning that  
3 no one is going to come out of their ordinary path  
4 of travel to come into Nutley and come to this  
5 intersection and go buy a cup of coffee that they  
6 may be able to buy more conveniently on their major  
7 route or primary route of designation. So this is  
8 not going to be an attracting of new customers,  
9 particularly during the peak hours. People are on  
10 their way -- people are in a rush, that's why we  
11 call them the rush hours. People are on their way  
12 to work, they need to get there at a certain time.  
13 They're not going to go out of their way,  
14 particularly to an intersection that has delays,  
15 that has congestion, and get caught in that  
16 congestion to go buy a cup of coffee that they would  
17 otherwise pick up a cup of coffee, have the  
18 opportunity probably a dozen times on their major or  
19 primary route of destination. And the reverse is  
20 true also in the p.m. peak hour; they're coming home  
21 from work during those rush hours, and again,  
22 they're not going to go divert out of their ordinary  
23 way of travel in order to go buy that quart of milk  
24 or that loaf of bread that they could buy probably  
25 another ten or dozen times at other stores on their

1 main route of travel.  
 2 So this is not going to be an  
 3 attracting of new traffic, and that's not to say  
 4 that during the off-peak hours, you're not going to  
 5 have that happen because you will have people from  
 6 the neighborhood that will get out of their Easy  
 7 Chair, that will get in a car and go to the store  
 8 and buy cough medicine in the middle of the night  
 9 for their children or that quart of milk that they  
 10 need in the morning for breakfast or what have you.

11 So there will be destination trips but  
 12 not during those peak hours that we're ordinarily  
 13 accustomed to and which are problematic at this  
 14 intersection. So we're going to draw from the  
 15 passing stream of track during those peak hours,  
 16 such that there's not going to be any appreciable  
 17 increase to the traffic volumes at the intersection  
 18 at Kingsland and Passaic, or on the Kingsland Street  
 19 corridor or the Passaic Avenue corridor.

20 Q. And then there was another question as  
 21 to whether or not there's sufficient aisle width on  
 22 the site plan in order to handle the movements.  
 23 Would you address that?

24 A. Well, you heard from Mr. Freud, we  
 25 have more than ample aisle widths. We have 30 feet

1 in most cases. Ordinarily, 24 feet is the standard.  
 2 Behind parking spaces, 24 feet is the standard where  
 3 we're exceeding that by 60 feet -- to 30 feet, an  
 4 additional 60, in order to accommodate any problems  
 5 or any potential of stacking on site, people  
 6 bypassing other people that may be waiting for a  
 7 parking space for whatever reason, but there's ample  
 8 room for maneuverability on site.

9 And the other reason, again, is for the  
 10 purpose of deliveries. We will have a tractor-  
 11 trailer that will come in once a week that will  
 12 enter the site. Now, that tractor-trailer's  
 13 typically scheduled to come during the off-peak  
 14 hours. It's not going to come between the hours of  
 15 7 and 9 a.m. or 4 to 6 p.m. More likely, it will  
 16 come in in the later morning or the early afternoon  
 17 when is when they're scheduled because the last  
 18 thing 7-Eleven wants to do is cause congestion on  
 19 its site from a tractor-trailer sitting on there  
 20 that will deter customers away because it's just not  
 21 good business. So it will be timed that it will  
 22 come during those off-peak hours, and it will park  
 23 on the site. It will park in that aisle space, that  
 24 30-foot aisle space, and momentarily, 15, 20  
 25 minutes, maybe 30 minutes at the most.

1 The deliveries are palletized so  
 2 they're quick. They're positioned in the track by  
 3 order of places that are delivered so the pallet  
 4 comes out, gets into the store right away, maybe  
 5 empties are put on the pallet and then brought back  
 6 onto the truck. So it's a rather quick delivery  
 7 service that's provided by the truck.

8 Q. Is this one reason why you're -- or a  
 9 reason why you're asking for a waiver of the  
 10 specified loading zone?

11 A. Yes, because -- it works in many  
 12 stores such as this, small stores, where you know  
 13 when the peak hours occur, you know when the busy  
 14 activity occurs, and so that truck that only comes  
 15 once a week has the ability to utilize existing  
 16 paved area that's being unused at that time, as  
 17 opposed to providing a separate paved area or a  
 18 loading zone on the property somewhere that's only  
 19 used 20 minutes, on average, during a full week  
 20 period. It's a waste of pavement, additional  
 21 runoff. Environmentally, it's just not a good thing  
 22 to do, so it's -- traffic engineers, site engineers  
 23 design these smaller sites as such in order to  
 24 accommodate those deliveries utilizing existing  
 25 pavement that would otherwise be used by parking

1 during the peak hours.

2 Q. When you conducted your investigation  
 3 of the Hancox Avenue store, you made a comparison of  
 4 the floor space at Hancox compared to our proposed  
 5 floor plan; is that correct?

6 A. Right.

7 Q. And this floor plan that we're  
 8 proposing is X amount of feet larger. Would you  
 9 tell the Board how many square feet larger it is?

10 A. Well, it's 2800 square feet is the  
 11 retail area for the proposed 7-Eleven.

12 Q. Compared to --

13 A. To 2250 for the Hancox.

14 Q. You made a very interesting comment as  
 15 we were doing our preparation for this and you  
 16 mentioned that even though there was more floor  
 17 space, the reason for the more floor space is some  
 18 of the new regulations that are now in, in terms of  
 19 lower counters, wider aisles for handicapped people.

20 A. Right.

21 Q. Would you please put that on the  
 22 record, explain?

23 A. It's not only handicap accessibility  
 24 but it's the new look as well. Handicap  
 25 accessibility needs the wider aisles, it also needs

1 the -- I call them "gondolas," the --  
 2 Q. The shelves.  
 3 A. -- displays, the shelves, the areas  
 4 that I'll say are between the aisles at a lower  
 5 level so a handicapped person, particularly in a  
 6 wheelchair, can reach up and pick out those items.  
 7 So the gondolas are not only spread out further but  
 8 they're also lower. So in terms of cubic volume,  
 9 certainly, a 2800-square-foot store meets the same  
 10 cubic area, in terms of sales volume, as a 2250-  
 11 square-foot store.  
 12 So Hancox is the older style store;  
 13 this will be a more updated, the new style store,  
 14 handicapped accessible, plus it's more inviting for  
 15 customers to be able to see -- it doesn't give you  
 16 that tunnel vision aisle width enclosed area when  
 17 you can almost look or actually look over the aisle  
 18 space itself and be able to see the full store and  
 19 see where the different products might be located,  
 20 you know, the milk and the coffee or the doughnuts  
 21 are located in certain places just from looking from  
 22 one vantage point. So it's a -- it's a -- not only  
 23 a handicap accessibility aspect but it's also a good  
 24 marketing aspect as well.  
 25 Q. Mr. Staigar, you were here when Mr.

1 Freud, as our site engineer, testified about the  
 2 significance of the one-family lot being  
 3 incorporated in this site plan. Did you hear that  
 4 testimony?  
 5 A. Yes.  
 6 Q. Now from a traffic perspective, would  
 7 you put on the record another layer of testimony as  
 8 to why that one-family lot is critical to  
 9 incorporate in this application?  
 10 A. Yes. Any good traffic planning aspect  
 11 is to put the driveways away from major  
 12 intersections, particularly signalized  
 13 intersections, as much as possible. DOT uses a  
 14 hundred feet as their standard. They don't want to  
 15 see driveways closer than a hundred feet to an  
 16 intersection on their state highways. Right now,  
 17 you have two driveways of the service station as  
 18 well as the driveway of the single-family home which  
 19 are within that hundred feet. They are being  
 20 removed and the new driveway is being placed a  
 21 hundred feet from the intersection, almost as far  
 22 back as it can be from the intersection. I think  
 23 Mr. Freud testified we're actually 15 feet further  
 24 than a hundred, we're at 115 feet from the  
 25 intersection.

1 The same holds true in concept to the  
 2 Passaic Avenue driveway as well being placed  
 3 furthest from the intersection. There are no  
 4 standards, municipal standards, that I know of,  
 5 requiring that, but again, it's good planning, it's  
 6 good design to put that driveway. But the key  
 7 factor here is, in order to comply with the DOT  
 8 standard of a hundred feet or more is that  
 9 incorporation of the single-family lot in that  
 10 design in order to place that driveway furthest from  
 11 the intersection as possible and to meet the DOT  
 12 100-foot minimum distance.  
 13 Q. And, sir, you were also here when I  
 14 made certain representations as the attorney for the  
 15 applicant that you are the expert on our team that  
 16 is hands on in sheparding the major permit through  
 17 DOT; is that accurate?  
 18 A. That's correct, yes.  
 19 Q. And you also heard me make a  
 20 representation that as you and I are speaking, that  
 21 application is on a caseworker's desk.  
 22 A. Yes, it's been deemed complete, it's  
 23 been assigned to a caseworker and the documents, the  
 24 application as well as the plans, drainage report,  
 25 have been disseminated to the other offices through

1 DOT that are looking at those particular aspects,  
 2 traffic safety, traffic operations, drainage design  
 3 and so forth.  
 4 Q. And would you also take on the  
 5 additional responsibility that the members have  
 6 asked, through the Chairman, to have a dialogue with  
 7 the caseworker and see if, in fact, anything else by  
 8 way of capital improvement is going on in this  
 9 intersection?  
 10 A. Yes, I will do that, I'll do that  
 11 independently of Mr. Hay. I know he's going to be  
 12 contacting his people, I'll call them, I will  
 13 contact my people, the DOT permit people, to see if  
 14 capital improvements are being made there. I think  
 15 also, and I'll work with Mr. Hay, what I've found  
 16 effective is if a letter can come from the township,  
 17 rather than a private entity, come from the township  
 18 in order to investigate an intersection such as  
 19 this, I'll be happy to work with Mr. Hay and draft  
 20 that letter under the letterhead of the township.  
 21 MR. DIBIASI: Mr. Chairman, I have no  
 22 further questions.  
 23 CHAIRMAN SCRUDATO: Mr. Staigar, is  
 24 there a bus stop in front of this property on  
 25 Kingsland Avenue?

1 MR. STAIGAR: There is a sign, a bus  
2 stop sign, on the opposite side of Kingsland, the --  
3 I'll call it the eastbound sign. There's no sign in  
4 front of this property and there's no place for a  
5 bus stop because of the multitude of driveways along  
6 the frontage. No place for a bus to stop without  
7 blocking an existing driveway.  
8 CHAIRMAN SCRUDATO: There's only a bus  
9 stop on the south side of it.  
10 MR. STAIGAR: Yes, that's correct.  
11 CHAIRMAN SCRUDATO: Just for my  
12 information, are the 7-Eleven stores individually  
13 owned or franchised?  
14 MR. STAIGAR: I can't answer that.  
15 I've heard that there's a mix of that.  
16 CHAIRMAN SCRUDATO: Okay. And you  
17 also commented that the deliveries are made on  
18 pallets. Describe --  
19 MR. STAIGAR: I call them -- not  
20 pallets, per se, not the wooden pallets that we're  
21 accustomed to seeing. They're --  
22 CHAIRMAN SCRUDATO: Describe them.  
23 They're those --  
24 MR. STAIGAR: Cages.  
25 CHAIRMAN SCRUDATO: Cages.

1 MR. STAIGAR: During peak hours, yeah.  
2 MR. O'BRIEN: I want that to go on the  
3 record. Just as the holiday season...  
4 So at 8 a.m., at 8 a.m. to 8:15,  
5 according to the study at Hancox, 25 -- potentially  
6 25 cars will pull out of this lot in order to get  
7 into a row of traffic that is occupied by very  
8 friendly drivers. How many times does the light  
9 change in a 15-minute period, roughly?  
10 MR. STAIGAR: I think it's a 90-second  
11 cycle or a hundred, so it's probably about 45,  
12 somewhere about 45 times over an hour.  
13 MR. O'BRIEN: So divided by four,  
14 that's 10 times per 15 minutes. So 25 cars need to  
15 get out in 10 light changes. Is my math right, am I  
16 --  
17 MR. STAIGAR: I think so, yes.  
18 MR. O'BRIEN: -- following?  
19 MR. STAIGAR: Yes.  
20 MR. O'BRIEN: Do you -- does that seem  
21 like something that will be okay? And I'm not  
22 asking it to be --  
23 MR. STAIGAR: Well, I mean --  
24 MR. O'BRIEN: I mean, because if I  
25 accept that there's no new additional traffic coming

1 MR. STAIGAR: I'll call them "cages,"  
2 yeah.  
3 CHAIRMAN SCRUDATO: They're  
4 individually handled and brought in that --  
5 MR. STAIGAR: Correct.  
6 CHAIRMAN SCRUDATO: Okay.  
7 MR. STAIGAR: And they're prestacked  
8 for that particular store, so the truck driver just  
9 takes out that cage, so to speak, and brings it into  
10 the store. He's not picking stuff off the shelf in  
11 the truck, loading it up and then bringing it in.  
12 It's already preselected.  
13 CHAIRMAN SCRUDATO: Thank you, Mr.  
14 Staigar. Any further questions?  
15 MR. O'BRIEN: Yes, I have a question,  
16 and maybe you can just help my mind to get around  
17 how this is actually going to happen. I'm going to  
18 limit it to a 15-minute slice out of what you've  
19 detailed here that's happening at Hancox.  
20 MR. STAIGAR: Okay.  
21 MR. O'BRIEN: I'm not sure how to ask  
22 these questions, but at this intersection during  
23 peak, you're going to have a row of traffic stop at  
24 the light, and I know that everyone in the line of  
25 traffic is considerate, friendly, in a good mood.

1 to the site, which I think is reasonable, from my  
2 mind, then the amount of people leaving the road to  
3 go in is no problem, I don't see a problem with  
4 that, but then there's people trying to get back  
5 onto a road that has a light with traffic and you  
6 want to get onto it and there's 25 people every 15  
7 minutes trying to get onto it. With 10 light  
8 changes, is that okay?  
9 MR. STAIGAR: Okay. And I'm going to  
10 answer your question from a technical engineering  
11 point but also from a layman's terms.  
12 MR. O'BRIEN: But let me lay into  
13 that --  
14 MR. STAIGAR: Go ahead.  
15 MR. O'BRIEN: -- something that I'm  
16 running into recently which is over by Costco, if  
17 you're familiar with that.  
18 MR. STAIGAR: Yeah.  
19 MR. O'BRIEN: They have the police  
20 there and you can't come out of that lane and make a  
21 left, you have to come out and make a right, and  
22 everybody goes down and makes a U-turn and comes  
23 back and it's a nightmare. It's only a nightmare  
24 because there's too many cars there.  
25 MR. STAIGAR: Um-hum. Well, Costco's

1 a different animal.

2 MR. O'BRIEN: Oh, I know, I don't mean  
3 to --

4 MR. STAIGAR: Right, but that leads  
5 into what I'm going to explain, the answer. If it's  
6 not okay, would you go there, would I go there,  
7 would anybody go there?

8 MR. O'BRIEN: I'm at Costco all the  
9 time.

10 MR. STAIGAR: No, I'm not saying  
11 Costco, but --

12 MR. O'BRIEN: No, I know, in other  
13 words, it's not okay and I'm there all the time, and  
14 every time I go there, it's not okay.

15 MR. STAIGAR: But you go to Costco  
16 because you have no choice.

17 MR. O'BRIEN: I'm going past it but  
18 it's in my way.

19 MR. STAIGAR: But the 7-Eleven is  
20 different because it's convenience and you're going  
21 to go there to buy a product at a price that you  
22 could probably buy anywhere else or I'll say 10 or  
23 12 times on your normal commute back and forth.  
24 That cup of coffee for a dollar --

25 MR. O'BRIEN: I just don't want the

1 types of facilities, convenience stores and gas  
2 stations, at existing facilities, on major  
3 thoroughfares, we find that about three-quarters to  
4 80 percent of them are right turns, right turn outs,  
5 because people, again, that's the predominant flow  
6 at these types of convenience stores.

7 The left turns will be difficult. I  
8 agree. Left turn coming out on Kingsland, you now  
9 have to cross westbound traffic in order to get into  
10 potentially cued eastbound traffic, so you've got to  
11 wait for that courtesy gap that we're always looking  
12 for when we're traveling. And on Passaic, we don't  
13 have a left turn out. You'll have to make a right  
14 turn out, that's at the light, and maybe the worst  
15 situation might be that the light turns green,  
16 nobody let's you in at all, but I find that to be  
17 not a big concern because, again, if I know I can  
18 get through the green light by letting you cut in  
19 front of me, I'll be more inclined to let you cut in  
20 front of me, because if you're waiting for Passaic  
21 Avenue, there's one -- you might be the second or  
22 third car before the driveway that you're trying to  
23 cut in. The first car will go, the light turns  
24 green, the first car goes, I know I've got 15, 20,  
25 25 seconds in order for me to go, I may very likely

1 data to set us up to have a bad situation --

2 MR. STAIGAR: Yes.

3 MR. O'BRIEN: -- so that's why I'm  
4 drawing your attention to that and I just want you  
5 to go on record whether you feel that's appropriate,  
6 that people will be able to go in and out.

7 MR. STAIGAR: Yes, and that is one of  
8 the reasons why I believe, it's almost self-  
9 policing, because if it becomes such a horrible  
10 situation, people will avoid it, they won't go to  
11 7-Eleven anymore. That's one answer.

12 The other answer is that what we find  
13 at these types of facilities, the quick turnover,  
14 the convenience store, and I'll lump that into a  
15 Dunkin' Donuts and some fast foods, but more likely,  
16 the gasoline service stations. A little bit  
17 different animal over the more recent years because  
18 of the price difference, but in the past, what we've  
19 always seen at gas stations, that there are right-  
20 ins and right-outs because it is difficult, much  
21 more difficult to make a left turn. I choose, many  
22 times, to go to a gas station if I can make a right  
23 turn into it rather than making a left in and a left  
24 out. You try to avoid those situations.

25 When we take traffic counts at these

1 let you go because I know I'm going to make it  
2 through that green light.

3 So in terms of that courtesy gap, I  
4 know I do it, I see it quite often. If I know I'm  
5 going to catch another red light, I may not let you  
6 in, but I know if I get the green light with you, I  
7 might be a nice guy, more than likely, I'll be a  
8 nice guy and let you go.

9 So I don't -- I see it, again, working  
10 for the very number of reasons that it'd be mostly  
11 right-in/right-out, that there will be the ability  
12 to take those courtesy gaps at times, and I believe  
13 it'll work, and if it doesn't work, then less  
14 traffic will be generated by this site, people will  
15 avoid it, so that it then would work. So that's the  
16 fail-safe of this site.

17 MR. O'BRIEN: Thank you, very  
18 interesting answer, I like that.

19 MR. STAIGAR: Good. Thank you.

20 CHAIRMAN SCRUDATO: Anyone else?

21 MR. MARINO: Yes. Mr. Staigar, when  
22 you did the counts on Hancox Avenue, did you just  
23 count the people who pulled in the parking lot or  
24 the three or four spots on the side?

25 MR. STAIGAR: We just -- well, the

1 parking lot was always available for parking spaces,  
 2 so I always -- I always set up -- you know, that's a  
 3 good question and I don't know the exact answer to  
 4 that and I always tell my counters the purpose of  
 5 what we're doing, we're trying to count the number  
 6 of people that are going to this store, so  
 7 presumably, they're coming into the -- parking in  
 8 the parking lot and they're astute enough to know  
 9 that if they saw somebody park on the street and  
 10 walk in, that they would count that person, and it  
 11 was a pretty easy count, I mean, because you watch  
 12 that driveway and you know who's going in and going  
 13 out. I will find that -- I will find that exact  
 14 answer but I'm 99 percent sure that we got  
 15 everybody.

16 MR. MARINO: Okay. And let's just go  
 17 back to the left-turn issues because that's really  
 18 where I have a huge concern, is traveling northbound  
 19 on Passaic Avenue making a left turn into this --  
 20 into the parking lot will be -- if I get through the  
 21 intersection but then the light changes and I have  
 22 to -- I want to make a left into the parking lot,  
 23 I'm going to be waiting for two lanes of traffic to  
 24 go by and behind me is going to be people on these  
 25 peak hours and then to address what you addressed,

1 making a left onto Kingsland coming out, there's  
 2 three lanes of traffic that I'm going to have to try  
 3 and -- that there's no order on the eastbound side  
 4 of Kingsland.

5 So my fear is that, what I would do is  
 6 I'm going to make the right turn and make the left  
 7 on Elm and then we're going to have a lot of traffic  
 8 on Elm.

9 MR. STAIGAR: Well, you'd probably,  
 10 more than likely, make the right turn on -- if you  
 11 want to make -- we took a look at this. If I may  
 12 approach the site plan. And I'll handle each one of  
 13 those movements.

14 MR. MARINO: Sure.

15 MR. STAIGAR: The Passaic Avenue left  
 16 turn, more than likely, if you're traveling in a  
 17 northbound direction and you see that there's a cue  
 18 line and you're going to make that left-hand turn  
 19 into the site and you're not going to be able to do  
 20 it because it's cued up, you'd make the left turn  
 21 onto Kingsland and right turn into the site. More  
 22 than likely that, if you know the patterns.

23 The other aspect of making a left turn  
 24 out of the site, if you see that it's backed up, the  
 25 ability, you're then able to make a right turn out

1 of the site onto Passaic and left turn onto  
 2 Kingsland.  
 3 So there's a couple of ways to skin  
 4 that cat, so to speak. It would probably be a lot  
 5 easier to try to do this maneuver coming out onto  
 6 Passaic, make a right turn and a left turn, than it  
 7 would be for a right turn, then make a left turn on  
 8 Elm and around the neighborhood and come around  
 9 again. So it's --

10 MR. MARINO: I understand. I  
 11 understand.

12 MR. STAIGAR: People take the least  
 13 path of resistance.

14 MR. MARINO: When we talk about peak  
 15 hours and 25 cars for 15 minutes and smaller stores,  
 16 it would be a little bit larger, I imagine, than a  
 17 bigger store, and I don't believe there's going to  
 18 be a lot more cars, I believe you're right, it will  
 19 be more pass-by, there's, as you said, more  
 20 activity, so there's going to be the same amount of  
 21 cars moving slower, in an intersection where it  
 22 takes you ten minutes to go a quarter of a mile.  
 23 Correct?

24 MR. STAIGAR: Ten minutes to go a  
 25 quarter of a mile during --

1 MR. MARINO: Well, if you go from  
 2 Target -- during the peak hour, if you go from  
 3 Target to this intersection.

4 MR. STAIGAR: I'm sure that happens,  
 5 yes.

6 MR. MARINO: Yeah, so --

7 MR. STAIGAR: During peak times.

8 MR. MARINO: So you're saying there  
 9 will be the same amount of cars but they will be  
 10 moving even slower through it now.

11 MR. STAIGAR: Well, I don't think it  
 12 will be too much slower if it's taking you ten  
 13 minutes to get through the intersection.

14 MR. MARINO: Fifteen will be slower,  
 15 if there's going to be more maneuvering through the  
 16 intersection.

17 MR. STAIGAR: Well --

18 MR. MARINO: I mean, that's my major  
 19 concern.

20 MR. STAIGAR: More maneuvering through  
 21 the intersection. Through the intersection, lefts  
 22 and rights and throughs?

23 MR. MARINO: Lefts and rights, ins and  
 24 outs.

25 MR. STAIGAR: Well, they're going to

1 happen on the driveways.  
 2 MR. MARINO: Um-hum.  
 3 MR. STAIGAR: The vehicle trying to  
 4 make a right-hand turn or a left-hand turn should be  
 5 waiting for a sufficient gap to make that turn, not  
 6 jump in front of you to cause you to slow down,  
 7 screech on your brakes. That was the whole purpose  
 8 of this design, having an open area in order to have  
 9 the proper sight distances and all.  
 10 I think that question was asked of me  
 11 last time, you know, people are -- if you make a  
 12 right-hand turn, you do have to slow down to a five-  
 13 mile-an-hour speed in order to make that right turn.  
 14 That does cause a minimal ripple effect because I'm  
 15 traveling behind that person, I'm not traveling 25  
 16 miles an hour anymore, I'm creeping up on him at 15  
 17 by the time that he -- so, yes, you might have to  
 18 slow down a little bit to accommodate a turn in  
 19 front of you, but we all do that, but in terms of  
 20 the capacity of the intersection, that's not going  
 21 to slow down or impede the capacity of the  
 22 intersection.  
 23 This is the bottleneck (indicating),  
 24 the red light at the light is really the bottleneck,  
 25 and when it turns green, insufficient ability for

1 those vehicles to go through the intersection. But  
 2 the minimal amount of time that I'm going to slow  
 3 down a little bit to allow a person to make a right-  
 4 hand turn into the site is not going to create less  
 5 capacity at the intersection.  
 6 MR. MARINO: I guess I would like to  
 7 see a right-hand turn only in there, maybe an aisle  
 8 would prevent making a left. I think that's going  
 9 to be a major problem. I think people are going to  
 10 want to make a left there.  
 11 MR. STAIGAR: Into the site?  
 12 MR. MARINO: Into the site.  
 13 MR. STAIGAR: Well, even if they did,  
 14 there is 18 feet between the -- well, here's the  
 15 curb line here. There is 18 feet between the center  
 16 line and the curb line. Our cars typically are  
 17 five-and-a-half, at most, six feet wide, so that  
 18 still gives you a good 12 feet in order to bypass  
 19 another vehicle. I know there's some parking that  
 20 goes on further on down. I'd have to take a look at  
 21 it. Maybe if we lost one or two parking spaces. If  
 22 it becomes problematic, they can be removed. But I  
 23 don't see it much happening.  
 24 MR. MARINO: I don't think the  
 25 existing business is going to enjoy losing --

1 MR. STAIGAR: Right, I agree, and I  
 2 don't think it's going to be problematic, but  
 3 there's two ways to do that.  
 4 MR. MARINO: Um-hum.  
 5 MR. STAIGAR: And what typically Essex  
 6 County does, if they do approve a site plan, they  
 7 write a condition of approval that a post traffic  
 8 study or a post investigation be made and, if it  
 9 becomes problematic, that a left-turn prohibition --  
 10 MR. MARINO: I'm with you, right-in/  
 11 right-out is what I look for in my convenience.  
 12 MR. STAIGAR: Right, especially when  
 13 you want to get in and out and on your way.  
 14 MR. MARINO: Yes. Thank you.  
 15 MR. STAIGAR: So the vast majority  
 16 will be right-in/right-outs.  
 17 MR. DiBIASI: Mr. Chairman, we try to  
 18 do no-spin applications here and the question that  
 19 Mr. Marino asked, that movement, I asked at 3:00  
 20 this afternoon of Mr. Staigar, because we have local  
 21 knowledge, and it is my opinion that that is a very  
 22 difficult left-hand turn to make during peak hours.  
 23 Off-peak hours, I could see you doing it, but during  
 24 the peak hour, to cross that line of traffic is  
 25 something that we said would not work well --

1 MR. STAIGAR: No.  
 2 MR. DiBIASI: -- and then we came up  
 3 with the other scenario that if I were traveling  
 4 north on Passaic Avenue at the traffic light, I  
 5 would make a left-hand turn and then go in and make  
 6 the right, because every Board member knows that's  
 7 not going to work and it will turn out, no doubt, to  
 8 be self-policing on that. And the other suggestion  
 9 that I came up with, and Mr. Hay just confirmed  
 10 that, I always thought that that part of Passaic  
 11 Avenue was a county road but it's actually  
 12 controlled by the Township of Nutley, and I asked  
 13 for some appropriate signage there where we may be  
 14 able to take your concern and not do a left-hand  
 15 turn there on that as we're going north. That's  
 16 something Mr. Staigar and I talked -- we haven't  
 17 discussed it with our client yet, but that turn --  
 18 we're not negatively impacting on the business  
 19 aspect because it's just not going to work.  
 20 MR. MARINO: Thank you.  
 21 CHAIRMAN SCRUDATO: Serge?  
 22 MR. DEMERJIAN: Yeah. Just one quick  
 23 question on the trucks. The loading and unloading  
 24 will occur in the main drive aisle, so obviously,  
 25 the trucks coming in from King -- I'm sorry, Passaic

1 Avenue, just walk us through the route.

2 MR. STAIGAR: The tractor-trailer will  
3 come in off of Kingsland.

4 MR. DEMERJIAN: Okay. Have you done  
5 turning radius studies on that?

6 MR. STAIGAR: Yes.

7 MR. DEMERJIAN: And it will exit --  
8 where will it exit?

9 MR. STAIGAR: We could provide those  
10 turning -- but it will make a left turn from  
11 Kingsland, go out to Passaic; it has to make a left  
12 turn out of Passaic as well.

13 MR. DIBIASI: And goes to Route 3.

14 MR. STAIGAR: You can't make -- you'd  
15 be making -- you can't make a right turn, you'd  
16 virtually make a 180-degree.

17 MR. DEMERJIAN: Okay, you can just  
18 provide those diagrams.

19 MR. STAIGAR: Yeah, we can.

20 MR. DEMERJIAN: If will just be  
21 helpful to see how many lanes it crosses to get out  
22 and what's its distance to get out.

23 MR. STAIGAR: Yeah, we can provide  
24 that.

25 MR. DIBIASI: Mr. Freud said that it

1 intersection. So unless that truck really needs to  
2 swing out and take up the whole two lanes, then,  
3 yeah, then that may be a problematic location. But  
4 we'll take a look at that ability, that geometry.

5 MR. DIBIASI: Um-hum.

6 CHAIRMAN SCRUDATO: Anyone else?  
7 (No response)

8 CHAIRMAN SCRUDATO: Thank you, Mr.  
9 Staigar.

10 Is there anyone in the audience who  
11 wants to have a question with regards to the  
12 traffic?

13 Ma'am, please come to the microphone.

14 Please give us your full name and your address and  
15 spell your last name.

16 MS. WILSON: My name is Kimberly  
17 Wilson, I live at 140 Kingsland Street. My last  
18 name is W-I-L-S-O-N.

19 My concern is the quality of life --

20 CHAIRMAN SCRUDATO: Would you please  
21 raise your right hand?

22 MS. WILSON: Oh, sorry.

23  
24 KIMBERLY WILSON, 140 Kingsland Street,  
25 Nutley, New Jersey 07110, sworn by the Board

1 does work and he's tested it, so we'll get you the  
2 documentation on that.

3 CHAIRMAN SCRUDATO: Anything further?

4 MR. DaCOSTA LOBO: Yeah, one more  
5 thing. Do we have any information regarding the  
6 relocation of that through and right-turn stop bar,  
7 moving that forward, what the impact is of a trailer  
8 coming off Kingsland heading northwest trying to  
9 make a right onto Passaic?

10 MR. STAIGAR: Are you talking about  
11 the right turn --

12 MR. DaCOSTA LOBO: Yeah.

13 MR. STAIGAR: -- or the --

14 MR. DaCOSTA LOBO: Yeah, because it  
15 seems to me those trailers come pretty close to that  
16 curb.

17 MR. STAIGAR: Yeah. We had taken a  
18 look at that, and just as we're going to provide the  
19 turning template to make a maneuver through the  
20 site, we'll take a look at that as well. I mean,  
21 that's a good point.

22 I believe we're okay because we're  
23 leaving the left-turn lane where it is today and  
24 it's only the -- I'll call it the "right" or "outer"  
25 lane; we're stepping that up closer to the

1 Chairman.

2

3 CHAIRMAN SCRUDATO: Please tell us  
4 what you have to say.

5 MS. WILSON: My concern is a quality  
6 of life issue with regard to the traffic, not just  
7 the cars and the trucks and their buses, because  
8 there is a bus stop across the street that has New  
9 York City, they go to Irvington and I think Newark  
10 or Paterson or some of the stops and then there's  
11 another stop on Franklin and Kingsland. One of my  
12 concerns, obviously, is the cars and the trucks and  
13 the deliveries, and you're talking about off-peak  
14 versus peak hours. Is there ever going to be a  
15 non-traffic on Kingsland Street? Because it's  
16 constant, with Route 3 and with the Target and with  
17 the Clifton Commons, it's very difficult to get in  
18 and out of my driveway. That's one of my concerns.  
19 Obviously, the accidents, you know, that can also  
20 take place.

21 Pedestrian traffic, the people getting  
22 off the bus. One of the ladies mentioned before  
23 getting people off the lawn, could you make the  
24 bushes go out further. I pick up garbage regularly  
25 from, you know, Wendy's or wherever in front of my

1 house, so my concern is my quality of life and my  
 2 property value, you know, because it's really  
 3 something that's important to me. I have an older  
 4 -- an 1800 home that I've -- 1880 home that I've,  
 5 you know, restored and put, you know, thousands of  
 6 dollars into restoring the property and I just am  
 7 concerned, I'm worried about the loitering, the  
 8 littering. Has this come to anyone's attention  
 9 with regard to that? And we're talking about the  
 10 convenience of a store such as this, but what about  
 11 the quality of life of the people in the  
 12 neighborhood with regard to that?

13 MR. DiBIASI: Okay.

14 MR. STAIGAR: Well, you're going to  
 15 hear from Mr. Paul Bauman, who's a planner, that  
 16 will discuss most of those issues. So I think  
 17 they're probably better answered by another  
 18 professional than me.

19 MR. DiBIASI: Right.

20 MS. WILSON: Okay.

21 MR. DiBIASI: And we also have  
 22 retained a real estate expert to talk about what  
 23 impact this would have on the neighbors in terms of  
 24 your investment.

25 MS. WILSON: Right.

1 MR. DiBIASI: And that will be  
 2 presented, if all goes to schedule, in the January  
 3 meeting.

4 MS. WILSON: Okay.

5 MR. DiBIASI: In terms of littering  
 6 and loitering, those are issues that I'm concerned  
 7 about also, and they would be from the operational  
 8 side, and just like any other business that's going  
 9 to ensure that doesn't happen, that would be our  
 10 responsibility also. But we're very sensitive --  
 11 what side of the street are you on, north or south?

12 MS. WILSON: Oh, I'm dyslexic so I  
 13 don't know. I'm on the side where the 7-Eleven will  
 14 be.

15 MR. DiBIASI: So that's the north  
 16 side.

17 MS. WILSON: I'm on the north side.

18 MR. DiBIASI: Okay.

19 MS. WILSON: I'm on the corner of Elm  
 20 and Kingsland across the street, the house with the  
 21 candles in the window. And I have seen cars turn  
 22 down Elm Street because they don't want to sit and  
 23 wait for traffic because they get very frustrated  
 24 and, you know, I've been part of that. I was in an  
 25 accident in front of my house because somebody

1 wouldn't let me in. There was an accident on my  
 2 front lawn because, you know, people were rushing  
 3 through to get to those different places, and  
 4 there's kids in the neighborhood, they play in the  
 5 street on Elm Street and, you know, I mean, I get  
 6 that Kingsland's a busy street, I get that, but when  
 7 I bought the house 12 years ago, it was nothing  
 8 compared to what the traffic is now and to have 25  
 9 more cars, you know, coming in and out on that  
 10 street when the already existing place doesn't have  
 11 any traffic whatsoever is a concern. Even if there  
 12 are three driveways on Kingsland and two on Passaic,  
 13 they're not being used at this time period.

14 MR. DiBIASI: Were you here when we  
 15 talked about the history of this property and --

16 MS. WILSON: Yes. And I understand  
 17 that, I really understand and I feel bad for the  
 18 owner, but that's, you know, I also have to protect  
 19 my interest as well --

20 MR. DiBIASI: Sure.

21 MS. WILSON: -- you know, and I feel  
 22 bad and, you know, I'm trying to be reasonable and I  
 23 listened to what reasonable was and, you know, my  
 24 concern really is for the neighborhood. As somebody  
 25 mentioned, that that is the gateway to Nutley, and

1 that's something that should be really considered.

2 MR. DiBIASI: Yes. As a matter of  
 3 fact, I was the one who said it's the gateway.

4 MS. WILSON: So that's, you know...

5 MR. DiBIASI: So I'm sensitive to  
 6 that, but thank you for your comments and we'll get  
 7 you that report.

8 CHAIRMAN SCRUDATO: Don't go away.

9 MS. WILSON: Okay.

10 CHAIRMAN SCRUDATO: Do you have  
 11 something further?

12 MS. WILSON: Actually, I have notes.  
 13 Hold on. Well, I get nervous, I just want to make  
 14 sure I'm good.

15 That's it for now, I guess I'll see you  
 16 on the 28th.

17 CHAIRMAN SCRUDATO: Stay right there.  
 18 Do we have any questions of the witness?

19 (No response)

20 CHAIRMAN SCRUDATO: Thank you very  
 21 much.

22 MS. WILSON: Thank you.

23 CHAIRMAN SCRUDATO: There was another  
 24 hand I thought I saw. Come to the mic. Ma'am, you  
 25 have been previously sworn.

1 MS. HART: Yeah.  
 2 CHAIRMAN SCRUDATO: Would you just  
 3 give us your name, please?  
 4 MS. HART: Karen Hart.  
 5 CHAIRMAN SCRUDATO: Tell us what you  
 6 have to say.  
 7 MS. HART: Well, I just have a  
 8 comment. As the owner of 114 Kingsland Street, I  
 9 was going to -- I've lived there for almost 10 years  
 10 now, living at 114 Kingsland Street 28 years, my  
 11 family's been at this particular spot in Nutley, so  
 12 we're living -- I don't have statistics, I don't  
 13 have numbers, but I could just tell you the  
 14 experience of living there is -- it's almost  
 15 impossible at times, but I would say to you, and I  
 16 guess you too, to approve this project without the  
 17 DOT doing something major in that intersection, and  
 18 I'm talking about even painting lines to say "this  
 19 is your left turn, this is middle, this is right" --  
 20 somehow there's a "no turn on right" there, that got  
 21 there, I don't know who approved that but that's  
 22 unbelievable, and a delayed green on the other side.  
 23 I mean, if this project goes through without  
 24 something being done with that intersection, it'll  
 25 be a big mistake and I think, you know -- I mean, if

1 parents after one of my parents died.  
 2 CHAIRMAN SCRUDATO: All right, the  
 3 point I want to make is: Were you living there when  
 4 the gas station was in operation?  
 5 MS. HART: No.  
 6 CHAIRMAN SCRUDATO: You were not,  
 7 okay.  
 8 MS. HART: No, I was not.  
 9 CHAIRMAN SCRUDATO: Thank you.  
 10 Any questions of the witness?  
 11 (No response)  
 12 CHAIRMAN SCRUDATO: Thank you. Anyone  
 13 else?  
 14 MS. FRANK: Yes.  
 15 CHAIRMAN SCRUDATO: Please come to the  
 16 mic. You are still under oath. Would you just give  
 17 us your name so the stenographer will have it?  
 18 MS. FRANK: Linda Frank.  
 19 I have lived in my house for 37 years,  
 20 I was there when the gas station was there, my  
 21 husband's been there since 1951, the traffic has  
 22 been increasingly horrible. I -- it takes me even  
 23 sometimes five minutes. Coming up Kingsland from,  
 24 say, Stop & Shop, getting into my driveway takes me  
 25 time -- sometimes it takes me five minutes because

1 it goes through, we have to live with it no matter  
 2 what, I mean, we have no choice, but it will be a  
 3 big mistake because I can guarantee there'll be even  
 4 more accidents and crossing that street will be  
 5 extremely difficult.  
 6 So that's the statement I want to make  
 7 and challenge to the people. I want to make this  
 8 property sell and I understand, I have to look at  
 9 that property every day too and it is an eyesore,  
 10 but for me, it's also beautiful because now I'm at  
 11 least looking at trees and another home, but without  
 12 DOT looking at that intersection, it'll be, in my  
 13 opinion, be a pretty deadly situation, so...  
 14 CHAIRMAN SCRUDATO: Well, we have two  
 15 inquiries into the Department -- the DOT, one by Mr.  
 16 Staigar and one by Mr. Hay, I believe --  
 17 MS. HART: Yes.  
 18 CHAIRMAN SCRUDATO: -- and -- how long  
 19 have you been living in your home?  
 20 MS. HART: Well, my parents have lived  
 21 there for 28 years; I personally have lived there  
 22 for the last 11 years.  
 23 CHAIRMAN SCRUDATO: But you lived with  
 24 your parents there during that 28 years?  
 25 MS. HART: I lived with one of my

1 nobody -- talk about nice people. They aren't.  
 2 They don't let you make turns into your driveway,  
 3 they don't let you get out of your driveway. The  
 4 traffic is horrendous. If DOT can come up with a  
 5 project that makes it work better, that the traffic  
 6 is moving, I'm fine with it, but to put that store  
 7 there at this time, it is going to create a major  
 8 problem. I don't understand how we've allowed this  
 9 to go this far. The traffic is horrible.  
 10 That's all I have to say.  
 11 CHAIRMAN SCRUDATO: All right, stay  
 12 right there.  
 13 MS. HART: Yup.  
 14 CHAIRMAN SCRUDATO: Questions?  
 15 (No response)  
 16 CHAIRMAN SCRUDATO: The traffic in New  
 17 Jersey is getting worse by the day, there is no  
 18 doubt about that.  
 19 MS. HART: I understand.  
 20 CHAIRMAN SCRUDATO: Can this Board  
 21 handle the traffic problem throughout the state? I  
 22 don't know that.  
 23 MS. HART: Um-hum.  
 24 CHAIRMAN SCRUDATO: I don't think so.  
 25 MR. O'BRIEN: I can.

1 CHAIRMAN SCRUDATO: We have one member  
2 that can.

3 MS. HART: Well, to be honest and  
4 truthful, I'm afraid that they're going to have the  
5 -- there's going to be the cops there one day  
6 because there is literally going to be a brawl on  
7 the intersection of Kingsland and Passaic.

8 CHAIRMAN SCRUDATO: I'm going to ask  
9 Mr. Hay and Mr. Staigar, in my -- out of my Board,  
10 when I remember a set of lights that would go red  
11 for a period of time that would allow the traffic to  
12 flatten out, is that a possibility or am I --

13 MS. McGOVERN: Like a delayed...

14 CHAIRMAN SCRUDATO: -- am I becoming a  
15 membership of the new marijuana state?

16 MR. STAIGAR: Well, there's an all-red  
17 face but that's just a clearance. If you're into  
18 the intersection and the light is yellow and it then  
19 turns red, it'll stay red on the opposite so that  
20 nobody pulls out while you're in the middle. So  
21 there's an all-red face but --

22 CHAIRMAN SCRUDATO: There is no time  
23 --

24 MR. STAIGAR: You can time -- that's  
25 when you sequence other lights so that they work in

1 it's kind of hard for me to figure out where my  
2 house sits, but if I'm correct, my driveway is going  
3 to be their in and out, so as I'm coming out of my  
4 house, because I'm 105 Kingsland, my driveway's an  
5 extended driveway, I believe, if I'm looking at it  
6 correctly, that my driveway and their driveway is  
7 going to kind of meet. So with me trying to get in  
8 and out of my property and them --

9 MR. DiBIASI: Are you on the south  
10 side?

11 MS. HART: Yes. I'm right next door  
12 to the business.

13 MR. DiBIASI: Are you the first  
14 residential next to that?

15 MS. HART: First blue house, yes.

16 MR. DiBIASI: Okay.

17 MS. HART: Yes. And so my driveway is  
18 going, if I'm not wrong, we're going to be meeting.

19 CHAIRMAN SCRUDATO: I have no comment.

20 MS. HART: Thank you.

21 CHAIRMAN SCRUDATO: Thank you. Anyone  
22 else?

23 MS. HART: Just voicing my opinion.

24 (No response)

25 CHAIRMAN SCRUDATO: There doesn't seem

1 sequence with one another and they're timed to  
2 augment each other, but in this case, we have an  
3 isolated signal that really is not influenced by  
4 other intersections.

5 McCarter Highway is a perfect example:  
6 If, you know, you hit one green light, you hit many  
7 more green lights. You don't want to hit a red  
8 light, green light, red light, green light, so, you  
9 know, that type of coordination.

10 CHAIRMAN SCRUDATO: Thank you.

11 MR. STAIGAR: But in our pursuit, I  
12 hear from the public and from the Board, we'll take  
13 a look to see what we can do to even minimally try  
14 to make some improvement to that intersection  
15 because retiming of the signal, at least we'll use  
16 that as a seed to put at the DOT's head that some  
17 things need to be done, "Here's something -- one  
18 thing that can be done, let's sit down and see if we  
19 can come up with other things as well," so --

20 CHAIRMAN SCRUDATO: Thank you.

21 MR. STAIGAR: -- we'll look at it  
22 thoroughly to see if there's an improvement that we  
23 can make there.

24 MS. HART: The one quick question I do  
25 have before I say anything else, I'm not sure and

1 to be any other comments from the audience. Mr.  
2 DiBiasi, would you like to sum up?

3 MR. DiBIASI: I'd like to go home and  
4 we will re-group in January.

5 CHAIRMAN SCRUDATO: Everyone in the  
6 audience, please be aware that the next special  
7 meeting will be January the 28th, 2013. 7:30.

8 MS. McGOVERN: Here.

9 MR. DiBIASI: I thank the Board again  
10 and I suppose we should say merry Christmas and  
11 happy Hanukkah and happy new year to each other, so  
12 thank you for coming out tonight.

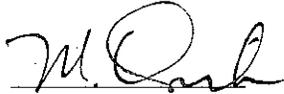
13 (Hearing adjourned at 10:08 p.m.)

14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CERTIFICATE

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

I, MICHELE QUICK, a Certified Court Reporter, Registered Merit Reporter, Certified Realtime Reporter and Notary Public of the State of New Jersey, do hereby state that the foregoing is a true and accurate verbatim transcript of my stenographic notes of the within proceedings, to the best of my ability.



MICHELE QUICK, CCR, RMR, CRR  
CCR License No. XIO1731

<p><b>\$</b></p> <p><b>\$600,000</b> [2] - 78:19, 78:23</p>	<p>14:7, 25:11, 26:3, 33:10, 37:16, 37:17, 37:18, 41:5, 51:5, 51:8, 90:10, 95:24, 99:23, 104:14, 105:6, 108:24, 112:15, 114:16</p>	<p>108:25, 112:15, 114:15, 124:8</p> <p><b>28</b> [5] - 7:21, 49:8, 126:10, 127:21, 127:24</p> <p><b>2800</b> [2] - 20:14, 97:10</p> <p><b>2800-square-foot</b> [1] - 98:9</p>	<p>95:15</p> <p><b>60</b> [2] - 95:3, 95:4</p> <p><b>618-0872</b> [1] - 1:25</p> <p><b>649</b> [1] - 1:4</p> <p><b>68</b> [2] - 29:16, 29:19</p> <p><b>69</b> [1] - 3:8</p> <p><b>6:30</b> [1] - 89:25</p>	<p>12:12, 89:12</p> <p><b>A-2</b> [7] - 3:19, 13:20, 33:3, 89:10, 89:13, 89:17</p> <p><b>A-3</b> [3] - 18:8, 33:9, 89:11</p> <p><b>a.m</b> [6] - 87:7, 89:24, 90:24, 95:15, 104:4</p>
<p><b>0</b></p> <p><b>07006</b> [1] - 1:25</p> <p><b>07052</b> [1] - 2:3</p> <p><b>07110</b> [7] - 1:9, 2:6, 55:13, 59:15, 83:2, 85:13, 120:25</p> <p><b>07719</b> [1] - 9:19</p> <p><b>07936</b> [1] - 88:15</p> <p><b>08837</b> [1] - 69:24</p>	<p><b>15-minute</b> [5] - 89:23, 90:9, 90:11, 103:18, 104:9</p> <p><b>16</b> [4] - 13:1, 14:17, 17:17, 29:8</p> <p><b>162</b> [1] - 17:18</p> <p><b>17</b> [6] - 13:1, 17:17, 19:9, 88:9, 88:14, 90:1</p> <p><b>18</b> [2] - 115:14, 115:15</p> <p><b>18,626</b> [1] - 17:18</p> <p><b>180-degree</b> [1] - 118:16</p> <p><b>1800</b> [1] - 122:4</p> <p><b>1880</b> [1] - 122:4</p> <p><b>1951</b> [1] - 128:21</p> <p><b>1994</b> [1] - 10:10</p> <p><b>1999</b> [1] - 10:13</p> <p><b>1st</b> [1] - 1:16</p>	<p><b>28th</b> [3] - 8:18, 125:16, 133:7</p> <p><b>29</b> [2] - 89:24, 90:15</p> <p><b>2:30</b> [2] - 90:2, 91:9</p> <p><b>2nd</b> [1] - 1:16</p> <p><b>3</b></p> <p><b>3</b> [6] - 15:14, 53:5, 84:15, 84:16, 118:13, 121:16</p> <p><b>30</b> [7] - 45:18, 45:19, 45:21, 45:23, 94:25, 95:3, 95:25</p> <p><b>30-foot</b> [1] - 95:24</p> <p><b>345</b> [1] - 2:6</p> <p><b>35</b> [5] - 9:13, 9:19, 37:7, 39:20, 62:22</p> <p><b>37</b> [1] - 128:19</p> <p><b>38</b> [1] - 91:7</p> <p><b>3:00</b> [1] - 116:19</p>	<p><b>7</b></p> <p><b>7</b> [6] - 87:5, 87:6, 87:7, 89:24, 95:15</p> <p><b>7-Eleven</b> [23] - 5:6, 6:1, 6:19, 7:7, 8:22, 10:21, 10:22, 11:4, 11:6, 23:4, 26:6, 26:13, 31:11, 43:23, 48:15, 88:24, 91:24, 95:18, 97:11, 102:12, 106:19, 107:11, 123:13</p> <p><b>7-ELEVEN</b> [1] - 1:4</p> <p><b>7-Elevens</b> [1] - 43:11</p> <p><b>70</b> [1] - 29:14</p> <p><b>78</b> [2] - 90:17, 91:6</p> <p><b>7:30</b> [2] - 90:16, 133:7</p> <p><b>7:32</b> [1] - 1:10</p>	<p><b>ability</b> [10] - 19:2, 19:20, 23:14, 53:20, 96:15, 109:11, 111:25, 114:25, 120:4, 134:12</p> <p><b>able</b> [17] - 6:7, 6:17, 7:23, 8:3, 44:15, 66:2, 66:7, 66:9, 73:9, 77:24, 93:6, 98:15, 98:18, 107:6, 111:19, 111:25, 117:14</p> <p><b>absent</b> [1] - 4:14</p> <p><b>absolutely</b> [3] - 32:1, 32:17, 36:8</p> <p><b>accept</b> [5] - 58:7, 64:4, 69:11, 71:22, 104:25</p> <p><b>acceptable</b> [1] - 71:3</p> <p><b>accepted</b> [2] - 71:25, 73:2</p> <p><b>access</b> [12] - 14:10, 15:21, 18:18, 19:18, 19:21, 19:23, 22:13, 23:8, 72:15, 72:16, 78:6, 79:13</p>
<p><b>1</b></p> <p><b>1</b> [3] - 1:9, 14:22, 91:10</p> <p><b>1-1/2</b> [1] - 17:24</p> <p><b>1.2</b> [2] - 18:2, 28:23</p> <p><b>10</b> [10] - 6:25, 13:9, 17:24, 37:16, 50:24, 104:14, 104:15, 105:7, 106:22, 126:9</p> <p><b>10,000</b> [1] - 13:5</p> <p><b>10-22</b> [1] - 13:20</p> <p><b>10/22/12</b> [6] - 3:18, 12:10, 12:14, 13:22, 18:8, 18:9</p> <p><b>100</b> [1] - 32:13</p> <p><b>100-foot</b> [1] - 100:12</p> <p><b>100-year</b> [1] - 34:1</p> <p><b>102</b> [2] - 90:25</p> <p><b>105</b> [5] - 69:18, 69:23, 82:22, 83:1, 132:4</p> <p><b>108</b> [2] - 1:5, 60:14</p> <p><b>10:08</b> [1] - 133:13</p> <p><b>11</b> [5] - 1:8, 70:5, 87:5, 87:6, 127:22</p> <p><b>113</b> [2] - 91:11, 91:12</p> <p><b>114</b> [4] - 55:7, 55:12, 126:8, 126:10</p> <p><b>115</b> [2] - 32:15, 99:24</p> <p><b>116</b> [1] - 17:20</p> <p><b>11:30</b> [2] - 90:2, 91:9</p> <p><b>12</b> [8] - 3:18, 13:9, 79:2, 87:5, 91:10, 106:23, 115:18, 124:7</p> <p><b>12/10</b> [1] - 89:14</p> <p><b>120</b> [1] - 3:13</p> <p><b>13</b> [1] - 89:25</p> <p><b>14</b> [2] - 17:25, 23:3</p> <p><b>140</b> [2] - 120:17, 120:24</p> <p><b>15</b> [20] - 6:25, 13:1,</p>	<p><b>2</b></p> <p><b>2</b> [2] - 15:9, 67:12</p> <p><b>2,930</b> [1] - 20:18</p> <p><b>2,940</b> [1] - 20:15</p> <p><b>2-1/2</b> [1] - 53:5</p> <p><b>2.5</b> [1] - 27:8</p> <p><b>2.7</b> [1] - 27:8</p> <p><b>20</b> [8] - 6:24, 7:1, 28:21, 37:17, 37:18, 95:24, 96:19, 108:24</p> <p><b>2000</b> [1] - 61:8</p> <p><b>2006</b> [6] - 10:15, 60:4, 60:6, 63:5, 63:6, 65:7</p> <p><b>2011</b> [2] - 67:11, 67:12</p> <p><b>2012</b> [5] - 1:8, 7:8, 70:5, 90:1, 90:15</p> <p><b>2013</b> [3] - 8:19, 133:7</p> <p><b>203</b> [1] - 9:19</p> <p><b>2052</b> [2] - 9:13, 9:19</p> <p><b>210</b> [1] - 34:1</p> <p><b>22</b> [2] - 67:11, 91:1</p> <p><b>2250</b> [2] - 97:13, 98:10</p> <p><b>24</b> [4] - 45:17, 86:13, 95:1, 95:2</p> <p><b>24-hour</b> [1] - 86:15</p> <p><b>24/7</b> [2] - 86:1, 86:14</p> <p><b>25</b> [13] - 18:1, 30:20, 37:7, 45:18, 52:7, 104:5, 104:6, 104:14, 105:6,</p>	<p><b>4</b></p> <p><b>4</b> [2] - 89:25, 95:15</p> <p><b>4,000</b> [1] - 20:22</p> <p><b>405</b> [2] - 58:24, 59:14</p> <p><b>414</b> [1] - 2:3</p> <p><b>45</b> [2] - 104:11, 104:12</p> <p><b>47</b> [1] - 1:24</p> <p><b>49</b> [2] - 91:4, 91:5</p> <p><b>5</b></p> <p><b>5</b> [1] - 91:4</p> <p><b>5-by-5</b> [1] - 30:20</p> <p><b>50</b> [4] - 25:20, 29:7, 37:7, 91:11</p> <p><b>502</b> [3] - 13:1, 69:19, 69:24</p> <p><b>53</b> [1] - 91:11</p> <p><b>54</b> [1] - 91:13</p> <p><b>55/126</b> [1] - 3:10</p> <p><b>57</b> [1] - 39:19</p> <p><b>59</b> [1] - 3:4</p>	<p><b>8</b></p> <p><b>8</b> [2] - 104:4</p> <p><b>80</b> [1] - 108:4</p> <p><b>81</b> [2] - 90:18, 91:6</p> <p><b>83</b> [1] - 3:11</p> <p><b>85</b> [1] - 3:12</p> <p><b>88</b> [1] - 3:5</p> <p><b>89</b> [1] - 3:20</p> <p><b>8:15</b> [1] - 104:4</p> <p><b>8:30</b> [1] - 90:17</p> <p><b>9</b></p> <p><b>9</b> [3] - 3:3, 89:24, 95:15</p> <p><b>9-by-19</b> [1] - 22:25</p> <p><b>9-foot-by-19-foot</b> [1] - 22:21</p> <p><b>90-second</b> [1] - 104:10</p> <p><b>95</b> [2] - 85:4, 85:12</p> <p><b>973</b> [1] - 1:25</p> <p><b>98</b> [1] - 1:5</p> <p><b>99</b> [1] - 110:14</p>	<p><b>access</b> [12] - 14:10, 15:21, 18:18, 19:18, 19:21, 19:23, 22:13, 23:8, 72:15, 72:16, 78:6, 79:13</p> <p><b>accesses</b> [1] - 71:2</p> <p><b>accessibility</b> [3] - 97:23, 97:25, 98:23</p> <p><b>accessible</b> [1] - 98:14</p> <p><b>accident</b> [2] - 123:25, 124:1</p> <p><b>accidents</b> [2] - 121:19, 127:4</p> <p><b>accommodate</b> [4] - 42:19, 95:4, 96:24, 114:18</p> <p><b>accomplish</b> [3] - 47:22, 47:23, 52:3</p> <p><b>accomplished</b> [3] - 42:15, 43:1, 52:20</p> <p><b>according</b> [1] - 104:5</p> <p><b>account</b> [2] - 8:25, 27:11</p> <p><b>accuracy</b> [1] - 92:8</p> <p><b>accurate</b> [5] - 32:3, 61:12, 91:22, 100:17, 134:10</p> <p><b>accustomed</b> [2] - 94:13, 102:21</p> <p><b>Act</b> [1] - 4:6</p> <p><b>action</b> [1] - 75:25</p> <p><b>activity</b> [5] - 20:2,</p>
<p><b>15</b> [20] - 6:25, 13:1,</p>	<p><b>2</b></p> <p><b>2</b> [2] - 15:9, 67:12</p> <p><b>2,930</b> [1] - 20:18</p> <p><b>2,940</b> [1] - 20:15</p> <p><b>2-1/2</b> [1] - 53:5</p> <p><b>2.5</b> [1] - 27:8</p> <p><b>2.7</b> [1] - 27:8</p> <p><b>20</b> [8] - 6:24, 7:1, 28:21, 37:17, 37:18, 95:24, 96:19, 108:24</p> <p><b>2000</b> [1] - 61:8</p> <p><b>2006</b> [6] - 10:15, 60:4, 60:6, 63:5, 63:6, 65:7</p> <p><b>2011</b> [2] - 67:11, 67:12</p> <p><b>2012</b> [5] - 1:8, 7:8, 70:5, 90:1, 90:15</p> <p><b>2013</b> [3] - 8:19, 133:7</p> <p><b>203</b> [1] - 9:19</p> <p><b>2052</b> [2] - 9:13, 9:19</p> <p><b>210</b> [1] - 34:1</p> <p><b>22</b> [2] - 67:11, 91:1</p> <p><b>2250</b> [2] - 97:13, 98:10</p> <p><b>24</b> [4] - 45:17, 86:13, 95:1, 95:2</p> <p><b>24-hour</b> [1] - 86:15</p> <p><b>24/7</b> [2] - 86:1, 86:14</p> <p><b>25</b> [13] - 18:1, 30:20, 37:7, 45:18, 52:7, 104:5, 104:6, 104:14, 105:6,</p>	<p><b>6</b></p> <p><b>6</b> [3] - 18:2, 91:4,</p>	<p><b>A</b></p> <p><b>A-1</b> [4] - 3:18, 12:11,</p>	<p><b>12:12, 89:12</b></p> <p><b>A-2</b> [7] - 3:19, 13:20, 33:3, 89:10, 89:13, 89:17</p> <p><b>A-3</b> [3] - 18:8, 33:9, 89:11</p> <p><b>a.m</b> [6] - 87:7, 89:24, 90:24, 95:15, 104:4</p> <p><b>ability</b> [10] - 19:2, 19:20, 23:14, 53:20, 96:15, 109:11, 111:25, 114:25, 120:4, 134:12</p> <p><b>able</b> [17] - 6:7, 6:17, 7:23, 8:3, 44:15, 66:2, 66:7, 66:9, 73:9, 77:24, 93:6, 98:15, 98:18, 107:6, 111:19, 111:25, 117:14</p> <p><b>absent</b> [1] - 4:14</p> <p><b>absolutely</b> [3] - 32:1, 32:17, 36:8</p> <p><b>accept</b> [5] - 58:7, 64:4, 69:11, 71:22, 104:25</p> <p><b>acceptable</b> [1] - 71:3</p> <p><b>accepted</b> [2] - 71:25, 73:2</p> <p><b>access</b> [12] - 14:10, 15:21, 18:18, 19:18, 19:21, 19:23, 22:13, 23:8, 72:15, 72:16, 78:6, 79:13</p> <p><b>accesses</b> [1] - 71:2</p> <p><b>accessibility</b> [3] - 97:23, 97:25, 98:23</p> <p><b>accessible</b> [1] - 98:14</p> <p><b>accident</b> [2] - 123:25, 124:1</p> <p><b>accidents</b> [2] - 121:19, 127:4</p> <p><b>accommodate</b> [4] - 42:19, 95:4, 96:24, 114:18</p> <p><b>accomplish</b> [3] - 47:22, 47:23, 52:3</p> <p><b>accomplished</b> [3] - 42:15, 43:1, 52:20</p> <p><b>according</b> [1] - 104:5</p> <p><b>account</b> [2] - 8:25, 27:11</p> <p><b>accuracy</b> [1] - 92:8</p> <p><b>accurate</b> [5] - 32:3, 61:12, 91:22, 100:17, 134:10</p> <p><b>accustomed</b> [2] - 94:13, 102:21</p> <p><b>Act</b> [1] - 4:6</p> <p><b>action</b> [1] - 75:25</p> <p><b>activity</b> [5] - 20:2,</p>

20:8, 92:25, 96:14, 112:20  
**add** [2] - 27:12, 46:14  
**addition** [4] - 15:25, 24:14, 25:13, 26:18  
**additional** [10] - 20:11, 24:8, 24:14, 45:20, 90:19, 92:6, 95:4, 96:20, 101:5, 104:25  
**address** [20] - 8:12, 9:9, 9:13, 54:16, 55:4, 69:16, 72:11, 76:25, 77:20, 77:25, 82:21, 85:1, 85:4, 86:3, 86:4, 88:7, 92:16, 94:23, 110:25, 120:14  
**addressed** [2] - 77:3, 110:25  
**addressing** [1] - 70:9  
**adequate** [1] - 27:2  
**adjacent** [13] - 13:3, 13:10, 21:12, 25:13, 26:15, 30:23, 43:19, 45:16, 51:22, 52:7, 56:2, 72:12, 84:15  
**adjourned** [1] - 133:13  
**adjusted** [1] - 42:4  
**ADJUSTMENT** [1] - 1:1  
**Adjustment** [1] - 4:2  
**advance** [1] - 44:16  
**advanced** [2] - 31:3, 43:22  
**Aerial** [3] - 3:18, 12:10, 12:13  
**aesthetic** [1] - 25:24  
**afraid** [1] - 130:4  
**aftermath** [1] - 90:3  
**afternoon** [3] - 91:10, 95:16, 116:20  
**afterthrows** [1] - 6:3  
**aggressive** [1] - 42:13  
**ago** [7] - 24:16, 72:1, 75:7, 79:2, 83:7, 83:14, 124:7  
**agree** [6] - 6:6, 40:21, 47:6, 79:16, 108:8, 116:1  
**agreed** [2] - 7:12, 77:25  
**ahead** [1] - 105:14  
**Aid** [3] - 74:16, 75:8, 76:3  
**aisle** [11] - 23:12, 45:16, 45:19, 94:21, 94:25, 95:23, 95:24, 98:16, 98:17, 115:7, 117:24

**aisles** [3] - 97:19, 97:25, 98:4  
**alive** [1] - 67:14  
**all-red** [2] - 130:16, 130:21  
**Allegiance** [1] - 4:4  
**allotted** [1] - 45:12  
**allow** [7] - 11:23, 12:2, 19:10, 22:6, 23:8, 115:3, 130:11  
**allowed** [5] - 29:6, 29:7, 29:15, 66:3, 129:8  
**allows** [4] - 22:9, 22:13, 86:22, 87:3  
**almost** [14] - 15:5, 15:7, 18:21, 26:10, 35:24, 35:25, 43:21, 93:2, 98:17, 99:21, 107:8, 126:9, 126:14  
**alone** [1] - 62:2  
**alrighty** [1] - 68:18  
**ALSO** [1] - 1:18  
**alternate** [2] - 19:21, 19:23  
**Alternate** [2] - 1:16, 1:16  
**ambient** [1] - 27:23  
**amount** [9] - 23:21, 72:3, 92:22, 92:23, 97:8, 105:2, 112:20, 113:9, 115:2  
**ample** [2] - 94:25, 95:7  
**analyze** [1] - 34:3  
**angle** [1] - 30:21  
**animal** [2] - 106:1, 107:17  
**answer** [8] - 102:14, 105:10, 106:5, 107:11, 107:12, 109:18, 110:3, 110:14  
**answered** [2] - 70:11, 122:17  
**anyones's** [1] - 122:8  
**apartment** [6] - 13:18, 15:17, 15:22, 43:20, 51:22, 72:9  
**apologize** [1] - 36:20  
**appeal** [1] - 25:24  
**applicable** [2] - 73:10, 75:20  
**applicant** [10] - 5:17, 5:25, 18:17, 42:17, 70:21, 71:1, 71:19, 72:25, 73:8, 100:15  
**Applicant** [1] - 2:7  
**applicant's** [3] - 57:1, 72:10, 78:4  
**APPLICANT'S** [1] -

3:2  
**application** [30] - 5:5, 5:6, 6:2, 13:24, 26:20, 33:24, 39:15, 39:18, 64:8, 66:17, 70:7, 70:23, 72:17, 73:2, 74:15, 75:6, 75:10, 75:18, 76:4, 77:13, 78:13, 78:15, 79:12, 79:22, 80:1, 80:5, 99:9, 100:21, 100:24  
**applications** [5] - 10:23, 75:12, 75:13, 116:18  
**apply** [1] - 29:13  
**applying** [1] - 29:17  
**appreciable** [1] - 94:16  
**appreciate** [1] - 66:21  
**approach** [3] - 22:2, 52:17, 111:12  
**approached** [1] - 83:10  
**approaches** [1] - 30:22  
**approaching** [3] - 23:22, 42:11, 43:7  
**appropriate** [3] - 6:8, 107:5, 117:13  
**approval** [6] - 18:22, 40:18, 71:1, 73:1, 77:14, 116:7  
**approvals** [1] - 11:3  
**approve** [5] - 66:19, 79:12, 92:21, 116:6, 126:16  
**approved** [5] - 33:20, 39:19, 39:22, 79:14, 126:21  
**approves** [2] - 39:14, 39:18  
**approximate** [1] - 11:1  
**architect** [2] - 30:9, 47:10  
**architectural** [4] - 7:20, 24:9, 47:11, 73:6  
**area** [32] - 5:10, 12:16, 12:19, 16:16, 17:11, 20:14, 20:15, 20:17, 20:19, 20:20, 20:23, 20:24, 25:1, 33:4, 33:6, 33:7, 33:10, 34:4, 34:12, 37:23, 42:21, 45:22, 46:10, 47:24, 55:21, 75:21, 96:16, 96:17, 97:11, 98:10, 98:16, 114:8  
**areas** [2] - 24:19, 98:3

**art** [1] - 34:23  
**as-is** [3] - 63:10, 63:21, 64:6  
**aspect** [5] - 98:23, 98:24, 99:10, 111:23, 117:19  
**aspects** [1] - 101:1  
**assessments** [2] - 92:3  
**assets** [1] - 61:20  
**assigned** [1] - 100:23  
**associated** [3] - 16:1, 21:17, 21:24  
**astute** [1] - 110:8  
**attempt** [2] - 9:24, 84:10  
**attempting** [1] - 65:8  
**attendance** [2] - 81:19, 82:14  
**attention** [5] - 31:20, 60:19, 61:3, 107:4, 122:8  
**Attorney** [2] - 2:4, 59:16  
**attorney** [6] - 6:12, 57:1, 58:18, 59:2, 69:8, 100:14  
**Attorneys** [1] - 2:7  
**attracting** [2] - 93:8, 94:3  
**attractive** [5] - 40:24, 41:2, 42:11, 47:4, 47:15  
**audience** [9] - 35:14, 35:18, 58:12, 68:19, 77:5, 82:18, 120:10, 133:1, 133:6  
**augment** [1] - 131:2  
**August** [2] - 67:10, 67:11  
**authority** [1] - 22:19  
**automatically** [3] - 39:15, 49:6, 57:5  
**available** [3] - 6:4, 53:21, 110:1  
**Ave** [1] - 51:14  
**Avenue** [49] - 1:4, 2:3, 12:23, 13:3, 13:16, 13:17, 13:24, 14:11, 17:24, 19:17, 19:18, 21:4, 21:8, 21:23, 22:3, 26:24, 30:24, 30:25, 49:12, 50:5, 50:8, 50:23, 52:16, 53:10, 69:19, 69:23, 71:5, 72:14, 72:22, 73:16, 74:11, 74:13, 74:20, 75:19, 78:2, 83:23, 91:2, 92:7, 94:19, 97:3, 100:2,

101:25, 108:21, 109:22, 110:19, 111:15, 117:4, 117:11, 118:1  
**average** [2] - 92:1, 96:19  
**avoid** [3] - 107:10, 107:24, 109:15  
**aware** [4] - 13:2, 14:14, 31:15, 133:6

## B

**B-1** [1] - 13:18  
**B-2** [4] - 13:14, 17:16, 20:8, 29:11  
**Bachelor** [1] - 10:8  
**backed** [2] - 63:20, 111:24  
**background** [2] - 10:7, 40:12  
**backyard** [1] - 47:24  
**bad** [3] - 107:1, 124:17, 124:22  
**bag** [1] - 8:17  
**balance** [2] - 21:15, 45:21  
**balancing** [1] - 56:7  
**bar** [8] - 21:24, 22:2, 22:9, 22:13, 71:12, 71:17, 119:6  
**base** [2] - 30:16  
**based** [1] - 92:4  
**basic** [1] - 83:24  
**basis** [1] - 39:17  
**bat** [1] - 44:10  
**battle** [1] - 7:24  
**Bauman** [2] - 6:5, 122:15  
**beautiful** [1] - 127:10  
**beautify** [1] - 40:10  
**become** [1] - 66:16  
**becomes** [4] - 19:3, 107:9, 115:22, 116:9  
**becoming** [1] - 130:14  
**bed** [1] - 15:24  
**bedroom** [3] - 14:12, 32:23, 33:8  
**bedrooms** [1] - 60:23  
**before..** [1] - 92:13  
**beginning** [1] - 34:9  
**behalf** [1] - 42:17  
**behind** [3] - 95:2, 110:24, 114:15  
**believes** [2] - 66:1, 66:12  
**belong** [1] - 78:4  
**beneficial** [1] - 44:10  
**benefit** [2] - 10:7,

24:14  
**benefits** [1] - 23:20  
**berm** [12] - 37:20,  
 37:22, 37:25, 38:6,  
 38:22, 46:8, 46:15,  
 46:17, 46:21, 52:23,  
 57:3  
**bermed** [1] - 46:10  
**berming** [1] - 39:12  
**berms** [2] - 38:12,  
 38:15  
**best** [7] - 7:5, 8:11,  
 35:4, 35:5, 41:15,  
 81:15, 134:12  
**better** [9] - 21:19,  
 24:8, 34:19, 47:17,  
 54:3, 54:4, 59:8,  
 122:17, 129:5  
**between** [19] - 13:10,  
 15:1, 17:16, 17:17,  
 18:3, 18:4, 21:15,  
 28:8, 32:21, 53:3,  
 89:24, 90:1, 90:3,  
 91:4, 91:10, 95:14,  
 98:4, 115:14, 115:15  
**beyond** [3] - 25:9,  
 63:6, 71:16  
**big** [3] - 108:17,  
 126:25, 127:3  
**bigger** [1] - 112:17  
**bill** [1] - 66:15  
**Billstate** [1] - 60:15  
**bisects** [1] - 30:4  
**bit** [14] - 12:18, 15:9,  
 16:13, 21:9, 30:14,  
 30:17, 31:7, 56:7,  
 57:11, 92:24,  
 107:16, 112:16,  
 114:18, 115:3  
**block** [2] - 20:6, 86:1  
**Block** [1] - 13:1  
**blocked** [1] - 57:16  
**blocking** [1] - 102:7  
**blocks** [1] - 43:20  
**blue** [1] - 132:15  
**Board** [64] - 2:4, 4:2,  
 5:14, 5:15, 5:23,  
 5:24, 6:16, 7:5, 7:13,  
 7:17, 9:20, 10:6,  
 10:17, 10:25, 12:20,  
 35:10, 39:5, 39:14,  
 39:19, 40:7, 40:14,  
 40:18, 44:22, 49:6,  
 49:7, 51:25, 54:19,  
 55:13, 59:16, 66:19,  
 68:18, 69:24, 70:14,  
 70:24, 71:10, 73:1,  
 73:2, 73:7, 73:19,  
 75:14, 76:4, 78:10,  
 79:10, 79:11, 80:2,

81:12, 81:18, 82:9,  
 83:2, 85:13, 86:3,  
 88:15, 88:22, 89:3,  
 92:20, 97:9, 117:6,  
 120:25, 129:20,  
 130:9, 131:12, 133:9  
**BOARD** [2] - 1:1, 1:11  
**Board's** [6] - 12:18,  
 31:15, 70:6, 76:10,  
 76:11, 76:16  
**BOARD'S** [1] - 3:7  
**boards** [1] - 10:18  
**border** [2] - 25:4,  
 75:23  
**borders** [1] - 25:15  
**bottleneck** [2] -  
 114:23, 114:24  
**bottom** [2] - 15:13,  
 90:13  
**bought** [2] - 62:22,  
 124:7  
**brakes** [1] - 114:7  
**branches** [2] - 55:20,  
 56:12  
**brawl** [1] - 130:6  
**bread** [1] - 93:24  
**breakfast** [1] - 94:10  
**brezed** [1] - 33:22  
**BRIAN** [1] - 1:24  
**brief** [3] - 6:23, 70:18,  
 75:16  
**briefly** [1] - 26:5  
**bring** [5] - 6:7, 80:2,  
 80:17, 80:19, 80:22  
**bringing** [1] - 103:11  
**brings** [2] - 27:15,  
 103:9  
**brought** [4] - 34:5,  
 73:6, 96:5, 103:4  
**brown** [1] - 4:9  
**BROWN** [2] - 1:14,  
 4:10  
**buffer** [13] - 18:3,  
 25:5, 25:7, 25:8,  
 32:21, 32:25, 33:5,  
 33:9, 36:13, 38:11,  
 41:10, 42:10  
**buffering** [3] - 31:25,  
 32:24, 33:2  
**building** [57] - 7:14,  
 13:4, 13:6, 13:8,  
 13:10, 13:18, 14:4,  
 14:19, 15:10, 15:16,  
 15:17, 15:22, 15:23,  
 16:16, 19:25, 20:5,  
 20:12, 20:17, 20:21,  
 22:22, 22:23, 22:24,  
 22:25, 23:7, 26:2,  
 26:8, 26:11, 26:25,  
 27:4, 27:20, 28:7,

28:8, 29:4, 29:8,  
 29:22, 30:9, 31:1,  
 31:5, 34:12, 43:19,  
 43:20, 43:25, 44:3,  
 44:23, 47:11, 47:16,  
 51:5, 51:17, 51:22,  
 52:6, 52:7, 52:17,  
 54:3, 66:20  
**buildings** [1] - 74:20  
**bulk** [1] - 28:3  
**burden** [1] - 78:3  
**Burger** [4] - 74:15,  
 75:5, 75:9, 76:3  
**bus** [12] - 22:16,  
 22:19, 49:12, 49:18,  
 50:6, 101:24, 102:1,  
 102:5, 102:6, 102:8,  
 121:8, 121:22  
**buses** [1] - 121:7  
**bushes** [1] - 121:24  
**business** [9] - 29:11,  
 61:9, 84:9, 86:2,  
 95:21, 115:25,  
 117:18, 123:8,  
 132:12  
**busy** [5] - 45:8, 77:16,  
 83:13, 96:13, 124:6  
**buy** [8] - 93:5, 93:6,  
 93:16, 93:23, 93:24,  
 94:8, 106:21, 106:22  
**BY** [5] - 2:7, 10:4,  
 31:19, 59:21, 92:15  
**bypass** [1] - 115:18  
**bypassing** [1] - 95:6

## C

**C-O-S-T-E-N-B-A-D-  
 E-R** [1] - 58:23  
**C.O** [1] - 63:12  
**cage** [1] - 103:9  
**cages** [3] - 102:24,  
 102:25, 103:1  
**CALDWELL** [1] - 1:25  
**Cambridge** [3] - 38:9,  
 39:9, 78:23  
**candle** [3] - 27:15,  
 27:16, 27:22  
**candles** [2] - 27:9,  
 123:21  
**cannot** [2] - 57:17,  
 71:15  
**canopy** [1] - 17:6  
**capacity** [3] - 114:20,  
 114:21, 115:5  
**capital** [5] - 79:5,  
 79:16, 81:7, 101:8,  
 101:14  
**car** [5] - 61:9, 94:7,  
 108:22, 108:23,  
 108:24  
**card** [1] - 84:9  
**cars** [18] - 15:4, 15:11,  
 22:10, 24:1, 61:9,  
 90:19, 104:6,  
 104:14, 105:24,  
 112:15, 112:18,  
 112:21, 113:9,  
 115:16, 121:7,  
 121:12, 123:21,  
 124:9  
**case** [1] - 131:2  
**cases** [2] - 39:13, 95:1  
**caseworker** [4] -  
 78:14, 80:18,  
 100:23, 101:7  
**caseworker's** [2] -  
 78:13, 100:21  
**cast** [3] - 17:9, 17:10,  
 27:20  
**cat** [2] - 8:17, 112:4  
**catch** [1] - 109:5  
**categorize** [1] - 35:2  
**caught** [1] - 93:15  
**CCR** [2] - 134:23,  
 134:23  
**ceased** [1] - 61:8  
**center** [3] - 14:20,  
 38:9, 115:15  
**Centre** [4] - 2:6, 39:19,  
 58:24, 59:15  
**certain** [6] - 42:20,  
 79:25, 81:18, 93:12,  
 98:21, 100:14  
**certainly** [13] - 17:11,  
 30:5, 39:4, 39:25,  
 44:5, 46:14, 53:2,  
 56:8, 58:2, 77:15,  
 79:22, 92:24, 98:9  
**CERTIFIED** [1] - 1:22  
**Certified** [2] - 134:6,  
 134:7  
**cetera** [1] - 28:7  
**Chair** [1] - 94:7  
**CHAIRMAN** [141] - 4:1,  
 4:5, 4:14, 5:1, 5:4,  
 5:21, 8:16, 8:21, 9:2,  
 9:5, 9:8, 9:15, 9:22,  
 10:1, 11:25, 12:4,  
 12:8, 35:9, 35:13,  
 35:20, 35:24, 48:23,  
 49:2, 49:9, 49:14,  
 49:17, 49:22, 49:25,  
 50:7, 50:15, 50:20,  
 54:18, 54:21, 54:23,  
 55:1, 55:3, 55:8,  
 55:15, 58:11, 58:14,  
 58:20, 58:25, 59:9,  
 59:11, 59:18, 65:19,

65:22, 66:14, 66:23,  
 68:12, 68:17, 68:22,  
 68:25, 69:3, 69:5,  
 69:13, 69:15, 69:20,  
 70:2, 73:24, 74:2,  
 74:8, 74:23, 74:25,  
 76:20, 76:22, 77:4,  
 77:7, 81:17, 82:10,  
 82:17, 82:24, 83:4,  
 84:4, 84:19, 84:23,  
 84:25, 85:6, 85:9,  
 85:15, 85:19, 86:6,  
 86:10, 86:12, 86:20,  
 86:24, 87:4, 87:14,  
 87:25, 88:2, 88:4,  
 88:11, 88:18, 89:5,  
 92:12, 101:23,  
 102:8, 102:11,  
 102:16, 102:22,  
 102:25, 103:3,  
 103:6, 103:13,  
 109:20, 117:21,  
 119:3, 120:6, 120:8,  
 120:20, 121:3,  
 125:8, 125:10,  
 125:17, 125:20,  
 125:23, 126:2,  
 126:5, 127:14,  
 127:18, 127:23,  
 128:2, 128:6, 128:9,  
 128:12, 128:15,  
 129:11, 129:14,  
 129:16, 129:20,  
 129:24, 130:1,  
 130:8, 130:14,  
 130:22, 131:10,  
 131:20, 132:19,  
 132:21, 132:25,  
 133:5  
**Chairman** [32] - 1:12,  
 1:13, 4:25, 5:15,  
 5:24, 8:15, 8:20,  
 9:20, 9:23, 11:22,  
 31:17, 35:8, 55:13,  
 58:17, 59:19, 65:18,  
 66:22, 69:7, 69:25,  
 74:6, 80:17, 81:13,  
 83:2, 85:13, 88:16,  
 89:4, 89:5, 92:10,  
 101:6, 101:21,  
 116:17, 121:1  
**challenge** [1] - 127:7  
**chance** [3] - 38:14,  
 38:22, 42:3  
**change** [2] - 47:6,  
 104:9  
**changed** [1] - 83:12  
**changes** [5] - 39:12,  
 74:11, 104:15,  
 105:8, 110:21

<p>changing [1] - 71:24  character [1] - 46:10  check [2] - 57:7, 74:5  checklist [1] - 57:5  children [1] - 94:9  choice [3] - 67:8, 106:16, 127:2  choose [1] - 107:21  Christie [1] - 81:2  Christmas [1] - 133:10  circle [3] - 12:19, 28:2, 31:18  circled [1] - 30:5  circulation [7] - 15:6, 15:8, 18:18, 19:11, 21:1, 33:7, 33:10  City [2] - 78:20, 121:9  civil [1] - 10:9  clarify [2] - 27:7, 50:3  clean [3] - 61:21, 66:7, 66:15  cleanup [1] - 65:24  clear [3] - 8:11, 32:19, 79:9  clearance [3] - 19:5, 32:13, 130:17  cleared [1] - 70:22  clearly [2] - 7:7, 40:7  client [18] - 7:4, 60:11, 61:18, 63:20, 64:1, 64:7, 64:16, 65:8, 65:22, 66:1, 66:4, 66:12, 67:3, 68:9, 68:10, 69:11, 82:6, 117:17  clients [2] - 63:20, 66:11  Clifton [3] - 73:17, 78:20, 121:17  close [6] - 14:25, 15:6, 20:18, 57:14, 85:24, 119:15  closely [1] - 54:8  closer [9] - 7:16, 15:10, 25:11, 38:8, 56:7, 82:10, 82:12, 99:15, 119:25  closest [1] - 18:25  closing [1] - 18:24  Coast [2] - 91:19  codes [1] - 66:20  coffee [6] - 43:15, 93:5, 93:16, 93:17, 98:20, 106:24  coinciding [1] - 51:2  collect [1] - 39:5  collected [1] - 34:5  collecting [1] - 38:3  colored [1] - 18:11  combination [3] -</p>	<p>38:12, 38:23, 42:4  combined [2] - 12:15, 28:16  comfortable [2] - 7:18, 45:11  coming [20] - 30:24, 31:4, 31:11, 52:6, 62:8, 73:12, 85:22, 90:4, 93:20, 104:25, 108:8, 110:7, 111:1, 112:5, 117:25, 119:8, 124:9, 128:23, 132:3, 133:12  Commencing [1] - 1:10  comment [11] - 22:16, 27:5, 30:6, 44:23, 73:3, 75:15, 75:16, 87:11, 97:14, 126:8, 132:19  commented [2] - 30:5, 102:17  comments [12] - 8:2, 8:3, 49:9, 52:21, 56:6, 70:10, 80:18, 81:11, 81:12, 125:6, 133:1  commercial [4] - 18:3, 23:2, 39:21, 65:12  Commissioners [1] - 78:19  Committee [6] - 73:9, 73:25, 74:21, 75:2, 75:19, 76:6  committees [1] - 39:10  common [1] - 44:14  Commons [4] - 73:17, 78:21, 121:17  commute [1] - 106:23  comparative [1] - 28:22  compare [1] - 88:25  compared [3] - 97:4, 97:12, 124:8  compares [5] - 90:21, 90:22, 91:6, 91:11, 91:23  comparison [4] - 20:16, 29:3, 32:20, 97:3  complete [2] - 61:20, 100:22  compliance [1] - 32:5  compliant [4] - 19:4, 19:10, 21:7, 32:17  complies [1] - 29:10  comply [3] - 26:21, 40:16, 100:7</p>	<p>component [3] - 19:20, 29:18, 40:9  components [1] - 21:2  comprise [1] - 13:23  concept [2] - 71:19, 100:1  concern [23] - 19:22, 22:7, 38:20, 40:13, 55:18, 57:11, 71:6, 71:9, 72:3, 79:21, 80:15, 83:25, 84:8, 85:17, 108:17, 110:18, 113:19, 117:14, 120:19, 121:5, 122:1, 124:11, 124:24  concerned [9] - 8:8, 8:9, 8:10, 38:18, 72:9, 80:7, 122:7, 123:6  concerning [4] - 63:19, 70:7, 70:22, 71:4  concerns [4] - 31:13, 45:2, 121:12, 121:18  condition [12] - 21:14, 29:23, 58:8, 60:25, 63:11, 63:21, 64:5, 73:1, 77:20, 77:21, 79:24, 116:7  conditions [5] - 15:20, 21:23, 27:23, 28:6, 33:3  Conditions [1] - 13:21  conduct [1] - 5:7  conducted [1] - 97:2  conference [2] - 7:10, 42:18  confident [1] - 77:18  confirmed [1] - 117:9  conformities [1] - 17:23  confused [1] - 75:24  confusion [2] - 22:1, 53:21  congestion [5] - 45:13, 77:19, 93:15, 93:16, 95:18  conglomeration [1] - 91:20  connection [1] - 60:7  connects [1] - 14:12  consecutive [1] - 90:11  conservative [3] - 29:13, 29:17, 92:5  consider [1] - 56:14  considerably [2] - 91:1, 92:1  considerate [1] -</p>	<p>103:25  considerations [2] - 17:16, 19:12  considered [4] - 38:14, 38:22, 71:16, 125:1  considering [1] - 58:5  consists [1] - 62:5  consolidating [1] - 28:5  constant [1] - 121:16  constraints [1] - 28:3  constructed [1] - 33:20  construction [1] - 39:20  constructive [1] - 40:15  contact [6] - 49:7, 84:5, 84:7, 84:9, 84:10, 101:13  contacting [1] - 101:12  continuation [1] - 6:1  continue [3] - 9:22, 12:9, 80:3  continues [1] - 22:5  contract [3] - 11:19, 67:9, 68:10  contracts [2] - 63:7, 64:9  control [4] - 8:13, 16:15, 34:6, 79:6  controlled [1] - 117:12  CONVENIENCE [1] - 1:4  convenience [7] - 44:15, 106:20, 107:14, 108:1, 108:6, 116:11, 122:10  conveniently [1] - 93:6  coordination [1] - 131:9  copies [2] - 89:1, 89:3  cops [1] - 130:5  copy [2] - 82:1, 82:8  corner [30] - 1:6, 11:10, 11:11, 12:24, 13:13, 14:7, 14:17, 16:22, 16:25, 19:4, 20:1, 20:9, 23:7, 24:6, 24:24, 26:17, 31:10, 32:13, 40:5, 40:23, 43:3, 47:9, 73:21, 73:22, 77:17, 77:19, 77:20, 80:3, 80:8, 123:19  corners [2] - 24:5,</p>	<p>46:5  Corp [1] - 60:16  corporate [2] - 7:8, 7:25  corporation [2] - 60:15, 61:4  Corporation [2] - 7:11, 10:20  corporations [1] - 60:17  correct [23] - 11:7, 34:24, 37:4, 45:7, 50:25, 59:5, 61:23, 62:4, 62:11, 62:12, 63:23, 63:24, 63:25, 64:20, 65:13, 65:16, 67:21, 97:5, 100:18, 102:10, 103:5, 112:23, 132:2  correctly [2] - 33:16, 132:6  corridor [4] - 43:13, 44:9, 94:19  Costco [4] - 105:16, 106:8, 106:11, 106:15  Costco's [1] - 105:25  kostenbader [1] - 58:23  Kostenbader [7] - 6:12, 6:13, 6:25, 40:12, 58:19, 58:20, 59:23  COSTENBADER [8] - 3:4, 58:22, 67:7, 67:18, 67:21, 67:24, 68:3, 68:7  cough [1] - 94:8  Counsel [1] - 12:6  counsel [4] - 9:1, 22:18, 87:1, 87:8  counsel's [2] - 5:16, 5:24  count [7] - 89:20, 89:21, 90:14, 109:23, 110:5, 110:10, 110:11  counters [2] - 97:19, 110:4  counts [10] - 3:20, 6:17, 88:23, 89:17, 90:9, 91:9, 92:6, 107:25, 109:22  County [1] - 116:6  county [1] - 117:11  couple [7] - 7:22, 15:18, 31:18, 32:16, 70:17, 92:11, 112:3  course [7] - 7:8, 62:7, 63:13, 69:11, 72:18,</p>
---	--	---	--	--

72:19, 75:25  
**Court** [1] - 134:6  
**court** [1] - 17:10  
**COURT** [2] - 1:22, 1:24  
**courtesy** [5] - 59:8, 92:14, 108:11, 109:3, 109:12  
**coverage** [14] - 25:22, 29:2, 29:4, 29:5, 29:7, 29:9, 29:10, 29:12, 29:15, 29:16, 29:19, 29:21, 29:22, 33:14  
**cramped** [1] - 24:17  
**create** [3] - 45:13, 115:4, 129:7  
**credentials** [1] - 40:20  
**creeping** [1] - 114:16  
**critical** [9] - 18:20, 18:24, 19:1, 19:9, 19:22, 21:2, 72:11, 79:13, 99:8  
**criticisms** [1] - 40:16  
**cross** [2] - 108:9, 116:24  
**crosses** [2] - 13:15, 118:21  
**crossing** [1] - 127:4  
**CRR** [1] - 134:23  
**cubic** [2] - 98:8, 98:10  
**cue** [1] - 111:17  
**cued** [2] - 108:10, 111:20  
**cup** [5] - 43:15, 93:5, 93:16, 93:17, 106:24  
**curb** [5] - 16:3, 38:20, 115:15, 115:16, 119:16  
**current** [5] - 18:6, 22:12, 25:18, 26:1, 63:20  
**cursory** [1] - 46:24  
**customer** [1] - 44:14  
**customers** [3] - 93:8, 95:20, 98:15  
**cut** [4] - 39:17, 108:18, 108:19, 108:23  
**cuts** [1] - 85:23  
**cycle** [1] - 104:11  
**Cypress** [5] - 25:3, 25:9, 36:25, 37:10, 41:20

## D

**DaCosta** [6] - 1:13, 4:11, 4:12, 119:4, 119:12, 119:14

**daily** [1] - 81:5  
**damaged** [2] - 14:14, 14:15  
**data** [2] - 91:18, 107:1  
**date** [1] - 12:13  
**dated** [1] - 13:21  
**dawn** [1] - 28:1  
**days** [1] - 90:6  
**deadly** [1] - 127:13  
**dealing** [2] - 72:19, 78:6  
**dealt** [1] - 83:17  
**decendent** [1] - 60:3  
**December** [1] - 1:8  
**decided** [3] - 38:15, 83:14, 83:16  
**decision** [3] - 66:5, 76:9, 76:16  
**decorative** [1] - 38:23  
**deemed** [1] - 100:22  
**deep** [1] - 17:20  
**degree** [1] - 10:9  
**delayed** [1] - 126:22  
**delayed..** [1] - 130:13  
**delays** [1] - 93:14  
**deliver** [1] - 9:1  
**delivered** [1] - 96:3  
**deliveries** [5] - 95:10, 96:1, 96:24, 102:17, 121:13  
**delivery** [1] - 96:6  
**Demerjian** [1] - 4:23  
**DEMERTIAN** [30] - 1:16, 4:24, 50:19, 50:21, 51:9, 51:13, 51:21, 52:1, 52:9, 52:12, 52:21, 53:1, 53:6, 53:14, 53:18, 53:23, 54:11, 66:25, 67:16, 67:19, 67:22, 68:1, 68:5, 68:11, 68:15, 117:22, 118:4, 118:7, 118:17, 118:20  
**DEP** [1] - 66:20  
**Department** [1] - 127:15  
**depth** [2] - 45:20, 45:21  
**describe** [3] - 60:20, 102:18, 102:22  
**DESCRIPTION** [1] - 3:17  
**design** [15] - 30:11, 36:6, 36:7, 38:18, 39:3, 40:20, 40:22, 45:6, 45:16, 45:23, 96:23, 100:6, 100:10, 101:2, 114:8  
**designation** [1] - 93:7

**designed** [6] - 32:15, 33:14, 33:25, 34:23, 38:10, 45:17  
**desk** [2] - 78:13, 100:21  
**destination** [3] - 43:13, 93:19, 94:11  
**detail** [1] - 20:9  
**detailed** [1] - 103:19  
**detention** [1] - 33:25  
**deter** [1] - 95:20  
**determine** [1] - 50:22  
**determined** [2] - 18:19, 71:12  
**development** [15] - 10:11, 11:3, 13:15, 13:23, 14:18, 14:25, 18:13, 18:21, 19:9, 20:25, 23:2, 24:12, 28:4, 29:20  
**developments** [2] - 34:3, 38:7  
**diagrams** [1] - 118:18  
**dialogue** [1] - 101:6  
**Diana** [1] - 73:14  
**DIANA** [1] - 2:2  
**DiBiasi** [123] - 2:5, 2:7, 5:12, 5:14, 5:16, 5:19, 5:20, 5:23, 5:25, 8:20, 8:23, 9:3, 9:6, 9:23, 10:2, 10:4, 11:22, 12:1, 12:5, 18:15, 31:17, 31:19, 35:7, 35:25, 39:7, 40:19, 40:25, 42:16, 42:22, 44:17, 45:4, 47:5, 47:12, 47:18, 47:20, 48:25, 49:3, 50:10, 52:3, 52:25, 53:4, 54:13, 54:16, 54:22, 56:20, 56:25, 57:7, 57:21, 57:24, 58:4, 58:7, 58:17, 59:5, 59:6, 59:10, 59:19, 59:21, 65:17, 65:20, 65:21, 65:25, 66:18, 68:8, 68:13, 68:16, 68:23, 68:24, 69:1, 69:4, 69:7, 69:14, 74:17, 74:19, 76:1, 76:2, 76:13, 77:11, 78:9, 79:20, 80:10, 80:13, 80:16, 80:22, 80:25, 81:4, 81:18, 81:21, 82:3, 82:5, 82:12, 86:24, 87:1, 87:16, 87:20, 87:23, 88:1, 88:3, 92:10, 92:13, 92:15, 101:21, 116:17,

117:2, 118:13, 118:25, 120:5, 122:13, 122:19, 122:21, 123:1, 123:5, 123:15, 123:18, 124:14, 124:20, 125:2, 125:5, 132:9, 132:13, 132:16, 133:2, 133:3, 133:9  
**dictating** [1] - 50:21  
**died** [3] - 60:8, 67:12, 128:1  
**difference** [1] - 107:18  
**different** [7] - 14:6, 23:24, 98:19, 106:1, 106:20, 107:17, 124:3  
**difficult** [8] - 17:7, 53:25, 107:20, 107:21, 108:7, 116:22, 121:17, 127:5  
**diligent** [1] - 65:8  
**diligently** [1] - 81:14  
**dimension** [1] - 25:10  
**DIRE** [1] - 10:4  
**direct** [9] - 6:24, 23:11, 56:21, 60:18, 61:2, 80:16, 84:6, 84:10, 84:17  
**DIRECT** [3] - 31:19, 59:21, 92:15  
**direction** [4] - 14:23, 16:13, 36:12, 111:17  
**directly** [2] - 72:23, 82:7  
**directs** [1] - 49:6  
**discharging** [1] - 38:4  
**discuss** [3] - 73:8, 84:13, 122:16  
**discussed** [6] - 18:10, 41:13, 70:13, 70:15, 71:19, 117:17  
**discussing** [2] - 42:2, 72:25  
**discussion** [3] - 54:9, 71:18, 75:7  
**discussions** [2] - 50:3, 63:19  
**displays** [1] - 98:3  
**disrepair** [1] - 14:16  
**disseminated** [1] - 100:25  
**distance** [5] - 52:10, 52:14, 70:23, 100:12, 118:22  
**distances** [1] - 114:9  
**distinction** [1] - 79:20  
**distribution** [1] -

78:19  
**disturbance** [1] - 25:1  
**divert** [1] - 93:22  
**divided** [1] - 104:13  
**do-over** [1] - 5:20  
**documentation** [1] - 119:2  
**documents** [1] - 100:23  
**dollar** [1] - 106:24  
**dollars** [2] - 66:3, 122:6  
**done** [16] - 20:1, 27:10, 36:11, 38:11, 47:1, 47:3, 69:2, 73:20, 83:22, 84:2, 84:16, 88:25, 118:4, 126:24, 131:17, 131:18  
**Donuts** [1] - 107:15  
**door** [1] - 132:11  
**doorways** [1] - 27:4  
**DOT** [37] - 16:6, 18:22, 19:4, 19:10, 19:22, 21:7, 32:4, 32:10, 32:12, 71:1, 71:21, 71:22, 77:10, 77:14, 77:18, 77:25, 79:8, 79:10, 79:24, 80:19, 83:7, 83:20, 84:3, 84:5, 84:7, 99:13, 100:7, 100:11, 100:17, 101:1, 101:13, 126:17, 127:12, 127:15, 129:4  
**DOT's** [1] - 131:16  
**double** [1] - 26:16  
**doubt** [2] - 117:7, 129:18  
**doughnuts** [1] - 98:20  
**down** [26] - 12:22, 13:24, 18:24, 27:15, 35:23, 37:24, 37:25, 38:8, 40:22, 41:5, 43:12, 46:19, 46:25, 57:21, 76:15, 81:14, 85:22, 105:22, 114:6, 114:12, 114:18, 114:21, 115:3, 115:20, 123:22, 131:18  
**downward** [1] - 26:14  
**downward-focused** [1] - 26:14  
**dozen** [3] - 11:4, 93:18, 93:25  
**draft** [1] - 101:19  
**drainage** [2] - 100:24, 101:2

**draw** [4] - 31:20,  
79:20, 80:14, 94:14  
**drawing** [1] - 107:4  
**drawn** [1] - 51:1  
**dress** [1] - 46:15  
**Drive** [3] - 1:9, 88:9,  
88:14  
**drive** [3] - 45:16,  
45:19, 117:24  
**driven** [1] - 21:13  
**driver** [2] - 43:14,  
103:8  
**drivers** [1] - 104:8  
**driveway** [52] - 14:12,  
15:22, 16:7, 19:2,  
19:10, 19:16, 19:24,  
21:10, 21:13, 21:14,  
21:23, 22:9, 22:12,  
22:17, 23:13, 24:4,  
26:18, 26:19, 26:23,  
27:24, 28:6, 29:23,  
31:4, 32:14, 32:17,  
33:7, 43:8, 43:22,  
47:9, 49:20, 50:5,  
50:16, 57:13, 57:15,  
89:21, 99:18, 99:20,  
100:2, 100:6,  
100:10, 102:7,  
108:22, 110:12,  
121:18, 128:24,  
129:2, 129:3, 132:2,  
132:5, 132:6, 132:17  
**driveway's** [2] - 22:11,  
132:4  
**driveways** [15] -  
15:25, 16:1, 16:4,  
16:6, 16:8, 18:25,  
21:3, 21:5, 93:1,  
99:11, 99:15, 99:17,  
102:5, 114:1, 124:12  
**driving** [2] - 52:15,  
52:16  
**drops** [2] - 17:2, 51:4  
**dumpsters** [1] - 23:12  
**Dunkin'** [1] - 107:15  
**during** [23] - 21:22,  
23:15, 34:21, 77:23,  
89:23, 90:17, 93:9,  
93:21, 94:4, 94:12,  
94:15, 95:13, 95:22,  
96:19, 97:1, 103:22,  
104:1, 112:25,  
113:2, 113:7,  
116:22, 116:23,  
127:24  
**dusk** [1] - 27:25  
**dwelling** [1] - 14:8  
**dyslexic** [1] - 123:12

**E**

**Eagle** [1] - 2:3  
**early** [2] - 11:6, 95:16  
**earmarked** [1] - 78:23  
**earned** [2] - 10:11,  
10:15  
**easel** [1] - 13:19  
**easier** [1] - 112:5  
**easily** [1] - 84:11  
**East** [3] - 88:9, 88:14,  
91:19  
**east** [2] - 13:17, 38:25  
**eastbound** [3] - 102:3,  
108:10, 111:3  
**easterly** [1] - 14:23  
**Easy** [1] - 94:6  
**easy** [1] - 110:11  
**eclectic** [1] - 73:16  
**economically** [1] -  
66:6  
**edge** [3] - 13:6, 32:1,  
41:4  
**Edison** [2] - 69:19,  
69:24  
**educational** [1] - 10:7  
**effect** [4] - 34:18,  
50:16, 62:14, 114:14  
**effective** [1] - 101:16  
**efficiency** [1] - 26:8  
**efficient** [1] - 26:14  
**egress** [2] - 71:3, 79:7  
**eight** [2] - 16:22,  
51:19  
**either** [5] - 26:17,  
42:5, 57:16, 73:13,  
75:14  
**Elegant** [1] - 13:4  
**elements** [1] - 7:20  
**elevation** [2] - 39:12,  
47:5  
**eleven** [1] - 36:18  
**eliminating** [1] - 28:5  
**Elm** [12] - 85:4, 85:12,  
85:18, 85:21, 85:23,  
85:25, 111:7, 111:8,  
112:8, 123:19,  
123:22, 124:5  
**employee** [1] - 23:14  
**employees** [1] - 23:7  
**emptied** [1] - 61:15  
**empties** [1] - 96:5  
**empty** [1] - 61:16  
**enclosed** [1] - 98:16  
**end** [5] - 34:15, 38:18,  
51:16, 82:11, 82:13  
**ends** [1] - 51:7  
**energy** [2] - 26:8, 80:2  
**enforcement** [1] - 76:8

**engage** [1] - 66:15  
**engaged** [2] - 65:10,  
65:23  
**engineer** [20] - 6:10,  
18:23, 19:13, 27:14,  
28:17, 32:12, 35:16,  
50:4, 53:10, 53:16,  
54:9, 70:4, 76:25,  
77:6, 77:7, 77:23,  
78:4, 78:5, 87:15,  
99:1  
**Engineer** [1] - 1:20  
**engineer's** [1] - 27:5  
**engineering** [7] - 6:24,  
9:25, 10:9, 10:12,  
65:23, 66:15, 105:10  
**Engineering** [2] -  
9:12, 9:18  
**engineers** [2] - 96:22  
**enhance** [1] - 38:17  
**enjoy** [1] - 115:25  
**enlighten** [1] - 86:25  
**ensure** [2] - 27:1,  
123:9  
**enter** [1] - 95:12  
**entered** [2] - 67:9,  
67:10  
**entire** [4] - 22:2,  
29:18, 33:10, 57:2  
**entirely** [2] - 26:10,  
93:2  
**entitles** [1] - 60:13  
**entitled** [3] - 12:13,  
13:21, 18:9  
**entity** [1] - 101:17  
**entrance** [3] - 27:3,  
40:11, 54:4  
**entrance-way** [1] -  
27:3  
**entrances** [1] - 40:6  
**environmental** [2] -  
63:12, 67:5  
**environmentally** [1] -  
96:21  
**equivalent** [2] - 28:24,  
29:5  
**erosion** [1] - 72:18  
**escrow** [1] - 8:25  
**especially** [4] - 71:5,  
78:5, 86:1, 116:12  
**ESQ** [2] - 2:2, 2:7  
**essentially** [3] - 16:6,  
48:3, 48:5  
**Essex** [1] - 116:5  
**established** [1] -  
41:22  
**estate** [2] - 60:7,  
122:22  
**et** [1] - 28:7  
**evaluation** [1] - 65:24

**evening** [4] - 4:1, 6:9,  
12:7, 27:18  
**event** [1] - 34:21  
**eventually** [1] - 87:9  
**evergreens** [2] -  
36:21, 55:21  
**EVIDENCE** [1] - 3:16  
**exact** [2] - 110:3,  
110:13  
**exactly** [3] - 70:8,  
75:25, 91:23  
**exam** [1] - 10:15  
**EXAMINATION** [4] -  
10:4, 31:19, 59:21,  
92:15  
**example** [1] - 131:5  
**exceeding** [1] - 95:3  
**except** [1] - 17:6  
**excuse** [4] - 5:18,  
13:17, 18:17, 67:18  
**Exhibit** [4] - 12:11,  
12:13, 33:3, 89:17  
**exhibit** [6] - 3:18,  
12:7, 12:10, 23:19,  
24:10, 31:22  
**EXHIBITS** [1] - 3:16  
**exist** [1] - 92:20  
**Existing** [1] - 13:21  
**existing** [25] - 17:22,  
20:16, 20:19, 29:4,  
32:21, 32:22, 33:3,  
41:17, 51:4, 51:5,  
51:7, 51:10, 51:17,  
52:6, 55:19, 56:9,  
77:21, 88:23, 91:5,  
96:15, 96:24, 102:7,  
108:2, 115:25,  
124:10  
**exists** [1] - 92:19  
**exit** [6] - 53:10, 54:5,  
54:6, 118:7, 118:8  
**expand** [1] - 52:10  
**expect** [1] - 37:15  
**expedite** [2] - 11:23,  
12:1  
**experience** [2] -  
23:24, 126:14  
**expert** [7] - 5:8, 5:10,  
9:24, 50:14, 87:18,  
100:15, 122:22  
**expertise** [1] - 5:11  
**explain** [2] - 97:22,  
106:5  
**extend** [3] - 55:20,  
56:12, 56:18  
**extended** [2] - 56:15,  
132:5  
**extension** [1] - 72:17  
**exterior** [1] - 26:7  
**extra** [1] - 32:16

**F**

**F-R-A-N-K** [1] - 82:23  
**Facade** [6] - 73:8,  
73:25, 74:21, 75:2,  
75:19, 76:6  
**face** [2] - 130:17,  
130:21  
**facilities** [3] - 107:13,  
108:1, 108:2  
**fact** [13] - 27:17, 59:5,  
59:7, 63:18, 71:14,  
73:17, 74:12, 74:14,  
76:4, 91:1, 91:21,  
101:7, 125:3  
**factor** [2] - 18:24,  
100:7  
**fail** [1] - 109:16  
**fail-safe** [1] - 109:16  
**fair** [10] - 10:19, 31:24,  
33:18, 35:1, 45:8,  
60:2, 61:22, 61:25,  
64:1, 64:16  
**fairly** [1] - 37:12  
**familiar** [5] - 6:14,  
44:9, 44:11, 60:9,  
105:17  
**families** [1] - 62:9  
**family** [27] - 6:14,  
14:8, 15:24, 31:21,  
31:25, 32:4, 32:22,  
32:23, 32:25, 60:16,  
60:19, 60:21, 62:1,  
62:2, 62:7, 62:16,  
62:21, 62:22, 62:23,  
62:24, 63:4, 64:9,  
64:14, 99:2, 99:8,  
99:18, 100:9  
**family's** [1] - 126:11  
**far** [18] - 8:12, 11:3,  
11:4, 17:23, 21:10,  
25:21, 29:2, 29:10,  
34:20, 38:7, 46:9,  
52:13, 56:12, 60:6,  
72:2, 72:15, 99:21,  
129:9  
**farthest** [1] - 21:5  
**fast** [1] - 107:15  
**fear** [1] - 111:5  
**feedback** [1] - 78:16  
**feet** [64] - 13:5, 13:9,  
15:18, 17:2, 17:18,  
17:20, 17:24, 17:25,  
18:1, 18:2, 20:14,  
20:15, 20:18, 20:22,  
25:11, 26:3, 28:16,

28:21, 28:23, 28:25, 30:14, 30:20, 32:14, 32:15, 32:16, 33:11, 37:1, 37:3, 37:7, 37:17, 37:18, 45:17, 45:18, 45:19, 45:21, 45:23, 50:24, 51:5, 51:8, 51:20, 52:8, 53:2, 53:5, 94:25, 95:1, 95:2, 95:3, 97:8, 97:9, 97:10, 99:14, 99:15, 99:19, 99:21, 99:23, 99:24, 100:8, 115:14, 115:15, 115:17, 115:18	<b>five-and-a-half</b> [1] - 115:17	<b>FRANCES</b> [1] - 3:12	<b>frustrated</b> [1] - 123:23	<b>GRAZIANO</b> [1] - 1:13
<b>felt</b> [1] - 20:4	<b>five-minute</b> [1] - 68:23	<b>Frances</b> [1] - 85:3	<b>fueling</b> [1] - 15:4	<b>Graziano</b> [2] - 4:13, 82:13
<b>fence</b> [40] - 13:9, 17:1, 17:3, 25:16, 25:18, 25:21, 25:23, 25:24, 25:25, 26:1, 27:10, 27:11, 27:22, 33:8, 33:12, 36:24, 41:3, 41:9, 41:10, 41:18, 41:21, 41:23, 42:3, 42:8, 48:7, 48:11, 48:12, 48:14, 50:23, 51:4, 51:7, 51:16, 52:13, 56:5, 57:10, 57:17, 57:19, 58:1	<b>fixed</b> [1] - 80:12	<b>franchised</b> [1] - 102:13	67:4, 69:16, 82:20, 85:1, 88:6, 96:19, 98:18, 120:14	<b>green</b> [17] - 23:21, 24:3, 24:12, 24:15, 25:12, 48:3, 108:15, 108:18, 108:24, 109:2, 109:6, 114:25, 126:22, 131:6, 131:7, 131:8
<b>fencing</b> [2] - 20:11, 25:20	<b>fixture</b> [1] - 26:13	<b>FRANCIS</b> [1] - 3:4	<b>fully</b> [1] - 21:7	<b>greened</b> [1] - 33:11
<b>few</b> [4] - 16:21, 18:19, 24:16, 36:16	<b>fixtures</b> [5] - 26:12, 27:1, 27:19	<b>Francis</b> [2] - 58:18, 58:22	<b>funded</b> [1] - 81:9	<b>gross</b> [2] - 20:20, 20:23
<b>Fieldcrest</b> [2] - 69:19, 69:23	<b>flag</b> [1] - 4:3	<b>FRANK</b> [7] - 1:13, 3:11, 82:22, 83:6, 84:21, 128:14, 128:18	<b>furthest</b> [2] - 100:3, 100:10	<b>ground</b> [6] - 30:13, 37:22, 61:16, 61:18, 63:17, 63:22
<b>fifteen</b> [1] - 113:14	<b>flat</b> [4] - 16:10, 37:20, 37:21, 47:7	<b>Frank</b> [4] - 6:12, 9:12, 82:22, 128:18		<b>grounds</b> [1] - 65:24
<b>figure</b> [1] - 132:1	<b>flatten</b> [1] - 130:12	<b>Franklin</b> [5] - 74:11, 74:13, 74:20, 75:19, 121:11	<b>G</b>	<b>group</b> [4] - 73:18, 76:7, 76:14, 133:4
<b>fill</b> [1] - 40:12	<b>flexibility</b> [1] - 44:24	<b>frankly</b> [1] - 53:6	<b>gained</b> [1] - 32:16	<b>grow</b> [4] - 37:6, 37:7, 37:11, 56:15
<b>final</b> [1] - 30:7	<b>flexible</b> [1] - 64:19	<b>free</b> [1] - 15:7	<b>gap</b> [3] - 108:11, 109:3, 114:5	<b>growing</b> [1] - 30:19
<b>finally</b> [2] - 6:16, 15:13	<b>floodlight</b> [1] - 17:13	<b>free-for-all</b> [1] - 15:7	<b>gaps</b> [2] - 92:17, 109:12	<b>growth</b> [1] - 37:10
<b>fine</b> [3] - 84:19, 87:19, 129:6	<b>floodlights</b> [1] - 17:9	<b>freestanding</b> [2] - 30:11, 30:13	<b>garbage</b> [2] - 86:3, 121:24	<b>guarantee</b> [1] - 127:3
<b>finish</b> [1] - 66:8	<b>floor</b> [5] - 97:4, 97:5, 97:7, 97:16, 97:17	<b>freestanding</b> [2] - 30:11, 30:13	<b>GARY</b> [1] - 1:14	<b>guarantees</b> [1] - 71:21
<b>finished</b> [2] - 5:9, 47:19	<b>flow</b> [5] - 16:17, 34:9, 34:16, 38:3, 108:5	<b>freestanding</b> [2] - 30:11, 30:13	<b>gas</b> [11] - 24:1, 60:14, 61:5, 61:6, 61:8, 64:12, 107:19, 107:22, 108:1, 128:4, 128:20	<b>guess</b> [7] - 36:14, 53:23, 57:14, 80:15, 115:6, 125:15, 126:16
<b>fire</b> [3] - 14:15, 62:11, 62:19	<b>focus</b> [2] - 10:24, 80:1	<b>freestanding</b> [2] - 30:11, 30:13	<b>gasoline</b> [4] - 13:13, 14:18, 16:1, 107:16	<b>guessing</b> [1] - 52:7
<b>firm</b> [2] - 65:23, 66:15	<b>focused</b> [1] - 26:14	<b>freestanding</b> [2] - 30:11, 30:13	<b>gateway</b> [3] - 75:21, 124:25, 125:3	<b>gutter</b> [1] - 16:18
<b>first</b> [8] - 8:15, 9:3, 14:6, 24:10, 108:23, 108:24, 132:13, 132:15	<b>foilage</b> [1] - 72:4	<b>freestanding</b> [2] - 30:11, 30:13	<b>gateways</b> [1] - 75:22	<b>guy</b> [2] - 109:7, 109:8
<b>fit</b> [1] - 40:8	<b>follow</b> [2] - 84:7, 92:11	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>generally</b> [2] - 37:23, 39:13	<b>guys</b> [1] - 55:18
<b>five</b> [15] - 16:3, 16:4, 21:3, 22:25, 36:25, 37:3, 37:9, 45:18, 68:23, 69:5, 83:13, 114:12, 115:17, 128:23, 128:25	<b>following</b> [1] - 104:18	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>generate</b> [1] - 90:23	<b>H</b>
	<b>foods</b> [1] - 107:15	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>generated</b> [1] - 109:14	<b>half</b> [9] - 14:9, 15:19, 27:15, 27:16, 27:21, 30:14, 30:15, 46:19, 115:17
	<b>foot</b> [24] - 14:9, 15:19, 16:25, 25:5, 25:7, 25:16, 27:15, 27:16, 27:22, 30:15, 33:5, 37:7, 37:11, 41:5, 46:18, 46:19, 48:12, 51:7, 51:16, 51:17, 53:2, 98:11	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>generation</b> [4] - 91:16, 91:17, 91:20, 92:4	<b>Hall</b> [2] - 1:8, 8:25
	<b>foot-candle</b> [3] - 27:15, 27:16, 27:22	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>generating</b> [1] - 91:15	<b>Hancox</b> [18] - 6:18, 88:24, 89:19, 90:16, 91:2, 91:5, 91:8, 91:14, 91:15, 91:24, 92:7, 97:3, 97:4, 97:13, 98:12, 103:19, 104:5, 109:22
	<b>footprint</b> [3] - 20:17, 20:19, 20:24	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>gentlemen</b> [1] - 35:10	<b>hand</b> [19] - 9:16, 55:1, 55:9, 59:12, 69:21, 82:25, 85:10, 88:12, 111:18, 114:4, 114:12, 115:4, 115:7, 116:22, 117:5, 117:14, 120:21, 125:24
	<b>foregoing</b> [1] - 134:9	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>geometry</b> [1] - 120:4	<b>handicap</b> [3] - 97:23, 97:24, 98:23
	<b>forester</b> [8] - 39:16, 40:16, 40:20, 48:24, 49:7, 55:18, 69:9, 69:12	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>given</b> [2] - 11:14, 27:23	
	<b>form</b> [2] - 11:24, 12:3	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>glad</b> [2] - 76:9, 76:15	
	<b>formal</b> [1] - 42:18	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>glare</b> [2] - 17:13, 26:15	
	<b>formality</b> [1] - 72:19	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>goal</b> [2] - 42:18, 56:8	
	<b>format</b> [1] - 6:23	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>gondolas</b> [2] - 98:1, 98:7	
	<b>forth</b> [2] - 101:3, 106:23	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>governor</b> [2] - 80:23, 81:1	
	<b>fortunate</b> [1] - 40:17	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>GOWOREK</b> [14] - 1:19, 4:9, 4:11, 4:13, 4:15, 4:17, 4:19, 4:21, 4:23, 4:25, 5:2, 5:18, 89:9, 89:13	
	<b>forward</b> [7] - 8:7, 22:3, 22:9, 27:19, 31:6, 64:8, 119:7	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>Goworek</b> [1] - 4:8	
	<b>forward-throw</b> [1] - 27:19	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>gradual</b> [1] - 46:19	
	<b>foundation</b> [3] - 24:6, 30:18, 30:19	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11, 52:19, 53:12, 53:16, 53:19, 54:7, 55:24, 56:2, 56:4, 57:25, 58:16	<b>grant</b> [1] - 79:4	
	<b>four</b> [7] - 7:9, 17:10, 61:13, 70:20, 90:10, 104:13, 109:24	<b>FREUD</b> [56] - 3:3, 9:11, 12:12, 35:22, 36:2, 36:8, 36:11, 36:15, 36:21, 36:24, 37:4, 37:9, 37:16, 37:21, 39:1, 39:4, 41:7, 41:12, 42:6, 42:14, 42:25, 43:9, 44:5, 45:15, 46:7, 46:13, 46:18, 46:22, 48:2, 48:9, 48:12, 48:17, 48:19, 48:22, 49:13, 49:15, 49:19, 49:24, 50:2, 50:9, 51:1, 51:12, 51:15, 51:24, 52:5, 52:11,		

<p><b>handicapped</b> [4] - 22:24, 97:19, 98:5, 98:14</p> <p><b>handle</b> [6] - 83:19, 83:20, 87:16, 94:22, 111:12, 129:21</p> <p><b>handled</b> [1] - 103:4</p> <p><b>hands</b> [2] - 78:12, 100:16</p> <p><b>Hanover</b> [2] - 88:10, 88:15</p> <p><b>Hanukkah</b> [1] - 133:11</p> <p><b>haphazard</b> [1] - 35:3</p> <p><b>happy</b> [3] - 101:19, 133:11</p> <p><b>hard</b> [1] - 132:1</p> <p><b>Harrison</b> [1] - 74:20</p> <p><b>Hart</b> [2] - 55:6, 126:4</p> <p><b>HART</b> [35] - 3:10, 54:25, 55:2, 55:6, 55:7, 55:10, 55:17, 56:1, 56:3, 56:11, 56:16, 56:24, 57:6, 57:9, 57:22, 58:5, 58:10, 126:1, 126:4, 126:7, 127:17, 127:20, 127:25, 128:5, 128:8, 129:13, 129:19, 129:23, 130:3, 131:24, 132:11, 132:15, 132:17, 132:20, 132:23</p> <p><b>Hay</b> [13] - 69:15, 69:18, 74:18, 76:3, 76:23, 84:4, 87:11, 101:11, 101:15, 101:19, 117:9, 127:16, 130:9</p> <p><b>HAY</b> [20] - 1:20, 3:8, 69:18, 70:4, 73:13, 74:1, 74:4, 74:12, 74:24, 75:4, 76:12, 76:17, 77:2, 77:21, 80:21, 84:6, 87:6, 87:19, 87:22</p> <p><b>head</b> [1] - 131:16</p> <p><b>heading</b> [1] - 119:8</p> <p><b>health</b> [2] - 57:4, 66:16</p> <p><b>hear</b> [5] - 33:15, 54:14, 99:3, 122:15, 131:12</p> <p><b>heard</b> [19] - 7:13, 8:10, 18:23, 19:12, 30:8, 32:12, 32:22, 40:6, 43:10, 62:13, 73:4, 75:11, 75:13, 76:4, 77:13, 90:22, 94:24, 100:19, 102:15</p>	<p><b>Hearing</b> [1] - 133:13</p> <p><b>hearing</b> [11] - 12:2, 18:8, 24:10, 35:13, 58:14, 68:22, 72:10, 82:6, 88:21, 88:22</p> <p><b>heavy</b> [2] - 24:15, 84:1</p> <p><b>height</b> [5] - 37:8, 37:14, 38:6, 51:4, 51:7</p> <p><b>Heights</b> [3] - 38:9, 39:9, 78:23</p> <p><b>help</b> [7] - 36:17, 47:6, 47:9, 58:9, 77:17, 103:16</p> <p><b>helpful</b> [1] - 118:21</p> <p><b>hereby</b> [1] - 134:9</p> <p><b>hi</b> [1] - 54:25</p> <p><b>high</b> [13] - 7:10, 16:11, 25:16, 37:1, 37:3, 37:7, 37:14, 37:17, 37:18, 46:17, 46:19, 48:10</p> <p><b>high-level</b> [1] - 7:10</p> <p><b>higher</b> [4] - 91:1, 91:7, 91:13</p> <p><b>highest</b> [2] - 7:11, 90:10</p> <p><b>highlighted</b> [1] - 90:8</p> <p><b>highlights</b> [1] - 70:17</p> <p><b>Highway</b> [3] - 9:13, 9:19, 131:5</p> <p><b>highway</b> [5] - 16:18, 19:24, 34:11, 34:16, 79:5</p> <p><b>highways</b> [1] - 99:16</p> <p><b>history</b> [3] - 65:4, 78:17, 124:15</p> <p><b>hit</b> [3] - 131:6, 131:7</p> <p><b>hold</b> [2] - 10:13, 125:13</p> <p><b>holds</b> [1] - 100:1</p> <p><b>holiday</b> [1] - 104:3</p> <p><b>home</b> [13] - 60:19, 60:21, 60:23, 60:25, 64:10, 64:14, 93:20, 99:18, 122:4, 127:11, 127:19, 133:3</p> <p><b>honest</b> [1] - 130:3</p> <p><b>Honor</b> [1] - 65:25</p> <p><b>hope</b> [1] - 73:7</p> <p><b>hoping</b> [2] - 6:23, 50:3</p> <p><b>horrendous</b> [1] - 129:4</p> <p><b>horrible</b> [3] - 107:9, 128:22, 129:9</p> <p><b>hour</b> [9] - 90:16, 90:24, 91:10, 93:20, 104:12, 113:2, 114:13, 114:16,</p>	<p>116:24</p> <p><b>hours</b> [25] - 23:16, 86:17, 86:25, 90:8, 90:12, 90:14, 91:3, 91:4, 93:9, 93:11, 93:21, 94:4, 94:12, 94:15, 95:14, 95:22, 96:13, 97:1, 104:1, 110:25, 112:15, 116:22, 116:23, 121:14</p> <p><b>house</b> [21] - 11:17, 14:13, 14:14, 15:24, 17:2, 17:25, 32:22, 32:23, 33:8, 51:10, 60:16, 62:2, 122:1, 123:20, 123:25, 124:7, 128:19, 132:2, 132:4, 132:15</p> <p><b>huge</b> [1] - 110:18</p> <p><b>hum</b> [9] - 36:15, 57:24, 80:10, 87:22, 105:25, 114:2, 116:4, 120:5, 129:23</p> <p><b>hundred</b> [8] - 10:17, 99:14, 99:15, 99:19, 99:21, 99:24, 100:8, 104:11</p> <p><b>husband's</b> [1] - 128:21</p>	<p>43:4, 43:14, 44:13, 122:3</p> <p><b>impossible</b> [1] - 126:15</p> <p><b>improve</b> [8] - 21:22, 29:23, 39:24, 40:2, 79:7, 79:23, 83:12, 83:22</p> <p><b>improved</b> [2] - 21:14, 51:19</p> <p><b>improvement</b> [6] - 22:15, 80:8, 101:8, 131:14, 131:22</p> <p><b>improvements</b> [3] - 72:21, 84:16, 101:14</p> <p><b>IN</b> [1] - 1:3</p> <p><b>in/right</b> [2] - 109:11, 116:16</p> <p><b>Inc</b> [1] - 60:15</p> <p><b>inches</b> [1] - 16:23</p> <p><b>inclined</b> [1] - 108:19</p> <p><b>include</b> [1] - 72:13</p> <p><b>includes</b> [1] - 22:23</p> <p><b>income</b> [2] - 62:4, 62:6</p> <p><b>incorporate</b> [2] - 8:6, 99:9</p> <p><b>incorporated</b> [2] - 32:9, 99:3</p> <p><b>incorporating</b> [1] - 32:24</p> <p><b>incorporation</b> [1] - 100:9</p> <p><b>increase</b> [3] - 33:19, 33:20, 94:17</p> <p><b>increasingly</b> [1] - 128:22</p> <p><b>increments</b> [2] - 89:23, 90:10</p> <p><b>independently</b> [1] - 101:11</p> <p><b>indicated</b> [3] - 18:15, 28:18, 28:19</p> <p><b>indicating</b> [2] - 46:11, 114:23</p> <p><b>individual</b> [2] - 28:15, 64:3</p> <p><b>individually</b> [2] - 102:12, 103:4</p> <p><b>industries</b> [1] - 78:21</p> <p><b>influenced</b> [1] - 131:3</p> <p><b>influx</b> [1] - 79:16</p> <p><b>info</b> [1] - 84:12</p> <p><b>informally</b> [1] - 78:24</p> <p><b>information</b> [6] - 7:3, 35:15, 84:11, 90:5, 102:12, 119:5</p> <p><b>infusion</b> [2] - 79:4, 81:7</p> <p><b>ingress</b> [2] - 71:3,</p>	<p>79:7</p> <p><b>initial</b> [1] - 41:21</p> <p><b>inlet</b> [2] - 16:18, 38:4</p> <p><b>input</b> [3] - 39:5, 73:10, 73:15</p> <p><b>inquiries</b> [1] - 127:15</p> <p><b>inside</b> [1] - 26:11</p> <p><b>InSite</b> [2] - 9:12, 9:18</p> <p><b>inspected</b> [1] - 62:20</p> <p><b>inspection</b> [1] - 11:10</p> <p><b>instead</b> [1] - 72:24</p> <p><b>instituted</b> [1] - 26:9</p> <p><b>instrumental</b> [1] - 74:13</p> <p><b>insufficient</b> [1] - 114:25</p> <p><b>intend</b> [1] - 25:2</p> <p><b>intensity</b> [1] - 29:20</p> <p><b>intent</b> [3] - 29:19, 29:25, 56:4</p> <p><b>intention</b> [2] - 25:17, 56:10</p> <p><b>intercepted</b> [1] - 34:11</p> <p><b>interest</b> [2] - 63:9, 124:19</p> <p><b>interested</b> [1] - 7:4</p> <p><b>interesting</b> [2] - 97:14, 109:18</p> <p><b>interests</b> [2] - 70:6, 70:7</p> <p><b>interior</b> [2] - 23:8, 26:12</p> <p><b>Interiors</b> [1] - 13:4</p> <p><b>interject</b> [1] - 44:18</p> <p><b>internal</b> [1] - 20:14</p> <p><b>internally</b> [1] - 41:13</p> <p><b>intersection</b> [64] - 12:25, 13:13, 15:14, 16:8, 16:17, 17:19, 18:25, 19:3, 21:6, 21:15, 21:18, 21:20, 22:14, 23:23, 24:18, 30:12, 30:25, 31:2, 32:14, 32:15, 34:14, 44:12, 50:6, 71:16, 71:17, 71:24, 78:24, 79:1, 79:18, 79:25, 81:10, 83:10, 83:25, 93:5, 93:14, 94:14, 94:17, 99:16, 99:21, 99:22, 99:25, 100:3, 100:11, 101:9, 101:18, 103:22, 110:21, 112:21, 113:3, 113:13, 113:16, 113:21, 114:20, 114:22, 115:1, 115:5, 120:1, 126:17, 126:24, 127:12, 130:7,</p>
--	--	--	--	--

130:18, 131:14  
**intersections** [3] -  
 99:12, 99:13, 131:4  
**INTO** [1] - 3:16  
**investigate** [1] -  
 101:18  
**investigation** [3] -  
 66:5, 97:2, 116:8  
**investment** [1] -  
 122:24  
**inviting** [1] - 98:14  
**involved** [5] - 10:10,  
 10:22, 11:2, 75:2,  
 75:5  
**involvement** [1] -  
 59:24  
**Irvington** [1] - 121:9  
**island** [3] - 15:3, 17:7,  
 24:7  
**islands** [2] - 14:21,  
 17:8  
**isolated** [1] - 131:3  
**issue** [4] - 50:13,  
 79:15, 92:17, 121:6  
**issues** [9] - 30:10,  
 31:18, 66:1, 84:13,  
 92:11, 110:17,  
 122:16, 123:6  
**it'd** [1] - 109:10  
**it'll** [6] - 37:12, 41:9,  
 109:13, 126:24,  
 127:12, 130:19  
**ITE** [10] - 90:25, 91:6,  
 91:7, 91:12, 91:16,  
 91:21, 92:2, 92:4,  
 92:9  
**items** [1] - 98:6  
**itself** [5] - 12:25,  
 15:10, 17:18, 45:6,  
 98:18

**J**

**January** [6] - 7:21,  
 8:18, 49:8, 123:2,  
 133:4, 133:7  
**JERSEY** [1] - 1:25  
**Jersey** [22] - 1:9, 2:3,  
 2:6, 9:14, 9:19,  
 10:12, 22:18, 55:13,  
 59:15, 69:19, 69:24,  
 74:17, 74:18, 82:23,  
 83:2, 85:5, 85:13,  
 88:10, 88:15,  
 120:25, 129:17,  
 134:9  
**job** [1] - 35:21  
**Joe** [1] - 50:11  
**John** [2] - 39:16,

39:21  
**Joint** [2] - 74:17,  
 74:18  
**Joseph** [2] - 87:17,  
 88:8  
**JOSEPH** [1] - 3:5  
**jump** [3] - 39:7, 76:2,  
 114:6

**K**

**Karen** [2] - 55:6, 126:4  
**KAREN** [2] - 3:10,  
 55:6  
**keep** [5] - 23:13,  
 24:20, 25:2, 45:1,  
 47:2  
**keeping** [1] - 20:23  
**keeps** [1] - 20:7  
**Kennedy** [1] - 1:9  
**key** [1] - 100:6  
**kids** [1] - 124:4  
**KIMBERLY** [1] - 3:13  
**Kimberly** [1] - 120:16  
**kind** [7] - 6:6, 53:24,  
 57:16, 57:17, 69:8,  
 132:1, 132:7  
**kinds** [1] - 65:14  
**King** [5] - 74:15, 75:6,  
 75:9, 76:3, 117:25  
**Kingsland** [64] - 1:5,  
 1:5, 12:22, 13:3,  
 13:24, 14:13, 14:23,  
 15:24, 16:4, 19:1,  
 19:3, 21:3, 21:6,  
 22:6, 26:24, 30:12,  
 31:5, 34:8, 38:25,  
 40:23, 41:6, 49:12,  
 49:13, 50:8, 51:9,  
 53:7, 55:7, 55:12,  
 60:14, 60:19, 71:5,  
 72:14, 73:16, 78:2,  
 78:25, 82:22, 83:1,  
 83:10, 83:23, 85:23,  
 92:23, 94:18,  
 101:25, 102:2,  
 108:8, 111:1, 111:4,  
 111:21, 112:2,  
 118:3, 118:11,  
 119:8, 120:17,  
 120:24, 121:11,  
 121:15, 123:20,  
 124:12, 126:8,  
 126:10, 128:23,  
 130:7, 132:4  
**Kingsland's** [1] -  
 124:6  
**know..** [1] - 125:4  
**knowing** [1] - 46:24

**knowledge** [7] -  
 44:19, 50:8, 50:9,  
 50:11, 78:18, 84:17,  
 116:21  
**knows** [4] - 43:16,  
 43:17, 77:16, 117:6

**L**

**ladies** [1] - 121:22  
**lady** [1] - 86:8  
**land** [2] - 11:3, 66:2  
**landscape** [2] - 23:21,  
 41:17  
**landscaped** [1] - 25:9  
**landscaper** [1] - 72:7  
**landscapes** [1] -  
 46:24  
**landscaping** [17] -  
 15:1, 18:12, 20:10,  
 23:17, 24:4, 24:5,  
 25:14, 27:12, 41:22,  
 42:5, 45:22, 46:2,  
 46:14, 47:14, 57:2,  
 72:5, 72:6  
**lane** [4] - 22:4, 105:20,  
 119:23, 119:25  
**lanes** [4] - 110:23,  
 111:2, 118:21, 120:2  
**large** [2] - 55:19, 79:4  
**larger** [4] - 16:23,  
 97:8, 97:9, 112:16  
**last** [24] - 6:2, 6:11,  
 7:9, 9:9, 11:20,  
 69:17, 73:3, 77:23,  
 77:24, 78:1, 80:6,  
 82:21, 82:23, 85:1,  
 87:23, 88:7, 88:21,  
 95:17, 114:11,  
 120:15, 120:17,  
 127:22  
**lastly** [1] - 91:8  
**late** [1] - 36:3  
**lawn** [3] - 24:3,  
 121:23, 124:2  
**lay** [1] - 105:12  
**layer** [1] - 99:7  
**layman's** [3] - 34:22,  
 35:1, 105:11  
**layout** [7] - 18:17,  
 18:20, 19:16, 20:4,  
 20:5, 30:1, 30:2  
**leads** [1] - 106:4  
**leap** [1] - 27:22  
**learned** [1] - 11:17  
**least** [11] - 11:19,  
 22:10, 45:18, 60:4,  
 72:7, 73:8, 79:6,  
 79:8, 112:12,

127:11, 131:15  
**leaves** [1] - 19:25  
**leaving** [2] - 105:2,  
 119:23  
**LED** [2] - 26:10, 26:13  
**left** [39] - 6:2, 12:23,  
 13:25, 14:1, 22:4,  
 53:10, 53:12, 71:4,  
 71:11, 105:21,  
 107:21, 107:23,  
 108:7, 108:8,  
 108:13, 110:17,  
 110:19, 110:22,  
 111:1, 111:6,  
 111:15, 111:18,  
 111:20, 111:23,  
 112:1, 112:6, 112:7,  
 114:4, 115:8,  
 115:10, 116:9,  
 116:22, 117:5,  
 117:14, 118:10,  
 118:11, 119:23,  
 126:19  
**left-hand** [5] - 111:18,  
 114:4, 116:22,  
 117:5, 117:14  
**left-turn** [5] - 22:4,  
 53:10, 110:17,  
 116:9, 119:23  
**leftover** [2] - 48:1,  
 48:2  
**lefts** [2] - 113:21,  
 113:23  
**legal** [1] - 62:21  
**Lehigh** [1] - 10:9  
**less** [6] - 29:6, 53:21,  
 70:19, 92:2, 109:13,  
 115:4  
**letter** [11] - 70:5,  
 70:18, 72:16, 73:5,  
 75:15, 75:16, 76:18,  
 89:1, 89:19, 101:16,  
 101:20  
**Letter** [2] - 3:19, 89:16  
**letterhead** [1] - 101:20  
**letters** [1] - 70:19  
**letting** [1] - 108:18  
**level** [2] - 7:10, 98:5  
**leveled** [1] - 46:6  
**levels** [1] - 7:11  
**Leyland** [3] - 25:3,  
 25:9, 36:25  
**liability** [2] - 67:5, 68:2  
**license** [3] - 10:12,  
 10:13, 10:15  
**License** [1] - 134:23  
**lie** [2] - 72:14, 75:23  
**life** [4] - 120:19, 121:6,  
 122:1, 122:11  
**light** [35] - 17:9, 17:10,

26:12, 26:14, 26:16,  
 27:2, 27:6, 27:21,  
 27:23, 53:24, 54:2,  
 57:14, 80:2, 103:24,  
 104:8, 104:15,  
 105:5, 105:7,  
 108:14, 108:15,  
 108:18, 108:23,  
 109:2, 109:5, 109:6,  
 110:21, 114:24,  
 117:4, 130:18,  
 131:6, 131:8  
**lighting** [6] - 17:5,  
 17:11, 26:5, 26:7,  
 72:2, 72:3  
**lights** [11] - 17:13,  
 26:10, 26:17, 26:18,  
 26:19, 26:23, 27:3,  
 27:24, 130:10,  
 130:25, 131:7  
**likely** [8] - 77:15,  
 95:15, 107:15,  
 108:25, 109:7,  
 111:10, 111:16,  
 111:22  
**limit** [1] - 103:18  
**Linda** [2] - 82:22,  
 128:18  
**LINDA** [1] - 3:11  
**line** [40] - 13:7, 13:8,  
 14:10, 15:2, 15:11,  
 15:18, 15:20, 16:18,  
 16:25, 17:3, 19:7,  
 19:8, 21:12, 21:16,  
 24:25, 25:4, 25:10,  
 25:15, 26:2, 26:4,  
 27:9, 27:21, 30:3,  
 31:7, 36:24, 38:20,  
 41:23, 42:8, 43:21,  
 50:24, 51:18, 52:8,  
 55:19, 103:24,  
 111:18, 115:15,  
 115:16, 116:24  
**lines** [1] - 126:18  
**Linson** [4] - 39:16,  
 39:21, 40:1, 56:21  
**Linson's** [1] - 72:5  
**liquid** [1] - 61:19  
**listened** [1] - 124:23  
**literally** [1] - 130:6  
**litter** [1] - 8:9  
**littering** [2] - 122:8,  
 123:5  
**live** [5] - 76:15, 85:17,  
 85:21, 120:17, 127:1  
**lived** [6] - 126:9,  
 127:20, 127:21,  
 127:23, 127:25,  
 128:19  
**living** [6] - 83:25,

126:10, 126:12, 126:14, 127:19, 128:3 <b>LLC</b> [2] - 1:24, 2:5 <b>load</b> [1] - 23:11 <b>loading</b> [11] - 70:12, 70:13, 76:25, 87:12, 87:17, 92:17, 96:10, 96:18, 103:11, 117:23 <b>loaf</b> [1] - 93:24 <b>LOBO</b> [5] - 1:13, 4:12, 119:4, 119:12, 119:14 <b>Lobo</b> [1] - 4:11 <b>local</b> [6] - 21:7, 44:19, 50:11, 78:18, 91:22, 116:20 <b>located</b> [9] - 14:19, 15:17, 26:16, 28:8, 30:12, 31:12, 43:19, 98:19, 98:21 <b>location</b> [6] - 30:3, 31:14, 50:22, 90:15, 120:3 <b>locations</b> [1] - 28:7 <b>loitering</b> [3] - 8:8, 122:7, 123:6 <b>look</b> [36] - 7:7, 7:8, 7:9, 7:14, 7:19, 8:1, 15:10, 18:17, 27:6, 28:2, 33:2, 33:8, 44:25, 46:9, 56:21, 57:2, 57:3, 69:10, 72:21, 77:23, 78:24, 90:7, 97:24, 98:17, 111:11, 115:20, 116:11, 119:18, 119:20, 120:4, 127:8, 131:13, 131:21 <b>looked</b> [17] - 19:14, 28:13, 28:14, 41:22, 56:12, 66:11, 71:20, 73:18, 73:22, 74:14, 74:15, 74:19, 74:21, 75:9, 78:5, 84:15 <b>looking</b> [24] - 13:9, 14:22, 15:10, 15:14, 23:18, 23:25, 29:15, 36:6, 39:22, 42:7, 42:24, 43:15, 47:10, 62:25, 72:22, 78:15, 83:9, 84:13, 98:21, 101:1, 108:11, 127:11, 127:12, 132:5 <b>looks</b> [1] - 47:25 <b>losing</b> [1] - 115:25 <b>lost</b> [2] - 47:7, 115:21	<b>loud</b> [4] - 7:7, 8:11, 40:7, 42:10 <b>love</b> [1] - 53:6 <b>low</b> [1] - 58:2 <b>lower</b> [8] - 29:9, 51:4, 57:11, 57:16, 91:15, 97:19, 98:4, 98:8 <b>luck</b> [1] - 80:21 <b>lump</b> [1] - 107:14  <b>M</b>  <b>ma'am</b> [2] - 120:13, 125:24 <b>main</b> [5] - 54:5, 72:17, 72:23, 94:1, 117:24 <b>maintain</b> [2] - 56:5, 62:1 <b>major</b> [13] - 78:6, 79:13, 79:16, 81:7, 93:6, 93:18, 99:11, 100:16, 108:2, 113:18, 115:9, 126:17, 129:7 <b>majority</b> [1] - 116:15 <b>management</b> [1] - 16:14 <b>maneuver</b> [2] - 112:5, 119:19 <b>maneuverability</b> [1] - 95:8 <b>maneuvering</b> [2] - 113:15, 113:20 <b>manhole</b> [1] - 72:24 <b>mansard</b> [1] - 7:19 <b>MARIE</b> [1] - 1:19 <b>marijuana</b> [1] - 130:15 <b>MARINO</b> [21] - 1:14, 4:16, 109:21, 110:16, 111:14, 112:10, 112:14, 113:1, 113:6, 113:8, 113:14, 113:18, 113:23, 114:2, 115:6, 115:12, 115:24, 116:4, 116:10, 116:14, 117:20 <b>Marino</b> [2] - 4:15, 116:19 <b>mark</b> [3] - 47:2, 89:6, 89:7 <b>marked</b> [5] - 12:6, 12:10, 12:12, 13:20, 89:17 <b>MARKED</b> [1] - 3:16 <b>market</b> [1] - 6:15 <b>marketing</b> [1] - 98:24 <b>MARY</b> [1] - 1:16	<b>mass</b> [1] - 13:6 <b>match</b> [4] - 25:21, 51:22, 52:6, 52:8 <b>material</b> [1] - 56:8 <b>math</b> [1] - 104:15 <b>matter</b> [8] - 7:23, 63:18, 66:4, 74:12, 74:14, 76:4, 125:2, 127:1 <b>MATTER</b> [1] - 1:3 <b>matters</b> [2] - 17:12, 18:6 <b>mature</b> [5] - 37:8, 37:14, 48:4, 57:8, 72:8 <b>maximum</b> [1] - 29:6 <b>McCarter</b> [1] - 131:5 <b>McGovern</b> [20] - 2:2, 5:2, 5:3, 59:4, 73:12, 74:10, 76:24, 77:6, 81:25, 82:4, 86:13, 86:18, 86:21, 87:5, 87:7, 89:6, 89:12, 89:15, 130:13, 133:8 <b>mean</b> [14] - 39:2, 39:4, 52:12, 52:13, 104:23, 104:24, 106:2, 110:11, 113:18, 119:20, 124:5, 126:23, 126:25, 127:2 <b>meaning</b> [1] - 93:2 <b>means</b> [3] - 65:2, 67:8, 67:23 <b>measured</b> [1] - 17:19 <b>medicine</b> [1] - 94:8 <b>meet</b> [15] - 16:6, 26:23, 28:9, 28:12, 29:19, 29:21, 29:22, 29:24, 29:25, 33:15, 74:3, 74:4, 100:11, 132:7 <b>meeting</b> [16] - 5:5, 5:6, 5:7, 6:2, 6:11, 7:21, 8:17, 8:22, 11:18, 11:20, 28:11, 28:24, 49:8, 123:3, 132:18, 133:7 <b>meetings</b> [4] - 81:19, 81:22, 81:23, 82:2 <b>meets</b> [2] - 19:6, 98:9 <b>melts</b> [1] - 24:20 <b>MEMBER</b> [1] - 81:2 <b>member</b> [6] - 40:7, 40:14, 73:24, 81:24, 117:6, 130:1 <b>members</b> [11] - 5:15, 5:24, 35:11, 54:19, 68:18, 71:10, 74:7, 81:12, 81:19, 82:9,	101:5 <b>MEMBERS</b> [2] - 1:11, 3:9 <b>membership</b> [1] - 130:15 <b>mention</b> [3] - 73:6, 73:17 <b>mentioned</b> [18] - 15:21, 19:19, 21:2, 21:22, 32:2, 32:11, 33:1, 33:13, 34:9, 38:5, 43:3, 46:1, 72:16, 73:4, 77:12, 97:16, 121:22, 124:25 <b>Merit</b> [1] - 134:7 <b>merry</b> [1] - 133:10 <b>met</b> [4] - 11:6, 11:11, 18:15, 26:19 <b>mic</b> [5] - 5:19, 85:20, 87:15, 125:24, 128:16 <b>MICHELE</b> [3] - 1:22, 134:6, 134:23 <b>microphone</b> [3] - 54:24, 82:19, 120:13 <b>middle</b> [3] - 94:8, 126:19, 130:20 <b>Midwest</b> [1] - 91:19 <b>might</b> [10] - 27:22, 56:19, 71:10, 75:20, 88:24, 98:19, 108:15, 108:21, 109:7, 114:17 <b>mile</b> [3] - 112:22, 112:25, 114:13 <b>mile-an-hour</b> [1] - 114:13 <b>miles</b> [1] - 114:16 <b>milk</b> [3] - 93:23, 94:9, 98:20 <b>mimic</b> [1] - 47:15 <b>mind</b> [3] - 50:17, 103:16, 105:2 <b>mine</b> [2] - 66:11, 79:21 <b>minimal</b> [3] - 27:17, 114:14, 115:2 <b>minimally</b> [1] - 131:13 <b>minimum</b> [3] - 25:7, 70:22, 100:12 <b>minute</b> [1] - 68:23 <b>minutes</b> [16] - 6:25, 7:1, 69:5, 90:10, 95:25, 96:19, 104:14, 105:7, 112:15, 112:22, 112:24, 113:13, 128:23, 128:25 <b>Miss</b> [1] - 86:13 <b>missed</b> [1] - 33:22	<b>mistake</b> [3] - 80:6, 126:25, 127:3 <b>mitigate</b> [1] - 85:25 <b>mix</b> [1] - 102:15 <b>modeling</b> [1] - 27:10 <b>modulated</b> [1] - 42:3 <b>momentarily</b> [1] - 95:24 <b>month</b> [1] - 74:5 <b>months</b> [1] - 83:14 <b>monument</b> [2] - 43:2, 43:4 <b>mood</b> [1] - 103:25 <b>morning</b> [5] - 89:24, 90:13, 91:9, 94:10, 95:16 <b>most</b> [8] - 18:23, 19:11, 63:13, 77:15, 95:1, 95:25, 115:17, 122:16 <b>mostly</b> [1] - 109:10 <b>mother</b> [1] - 60:8 <b>mother's</b> [1] - 60:7 <b>motorist</b> [1] - 44:14 <b>motorists</b> [1] - 34:20 <b>mounted</b> [1] - 27:1 <b>move</b> [3] - 8:7, 19:2, 23:15 <b>moved</b> [2] - 56:6, 71:13 <b>movement</b> [3] - 43:18, 45:24, 116:19 <b>movements</b> [8] - 21:25, 22:4, 22:6, 22:8, 53:21, 71:4, 94:22, 111:13 <b>moving</b> [7] - 21:14, 44:8, 71:11, 112:21, 113:10, 119:7, 129:6 <b>MR</b> [371] - 4:12, 4:16, 4:18, 4:20, 4:24, 5:14, 5:20, 5:23, 8:20, 8:23, 9:3, 9:6, 9:11, 9:23, 10:2, 10:4, 11:22, 12:1, 12:5, 12:12, 31:17, 31:19, 35:7, 35:22, 35:23, 35:25, 36:2, 36:3, 36:8, 36:9, 36:11, 36:13, 36:15, 36:16, 36:21, 36:23, 36:24, 37:2, 37:4, 37:5, 37:9, 37:13, 37:16, 37:18, 37:21, 38:5, 39:1, 39:2, 39:4, 39:7, 40:19, 40:25, 41:1, 41:7, 41:8, 41:12, 42:1, 42:6, 42:9, 42:14, 42:16, 42:20, 42:22,
--	--	--	---	--

42:23, 42:25, 43:2,  
43:9, 43:24, 44:5,  
44:17, 45:3, 45:4,  
45:5, 45:15, 46:1,  
46:7, 46:12, 46:13,  
46:16, 46:18, 46:21,  
46:22, 46:23, 47:5,  
47:8, 47:12, 47:13,  
47:18, 47:19, 47:20,  
47:24, 48:2, 48:7,  
48:9, 48:10, 48:12,  
48:14, 48:17, 48:18,  
48:19, 48:20, 48:22,  
48:25, 49:3, 49:13,  
49:15, 49:19, 49:24,  
50:2, 50:9, 50:10,  
50:19, 50:21, 51:1,  
51:9, 51:12, 51:13,  
51:15, 51:21, 51:24,  
52:1, 52:3, 52:5,  
52:9, 52:11, 52:12,  
52:19, 52:21, 52:25,  
53:1, 53:4, 53:6,  
53:12, 53:14, 53:16,  
53:18, 53:19, 53:23,  
54:7, 54:11, 54:13,  
54:15, 54:16, 54:22,  
55:24, 56:2, 56:4,  
56:14, 56:20, 56:25,  
57:7, 57:21, 57:24,  
57:25, 58:4, 58:7,  
58:16, 58:17, 58:22,  
59:6, 59:10, 59:19,  
59:21, 65:17, 65:21,  
65:25, 66:18, 66:25,  
67:7, 67:16, 67:18,  
67:19, 67:21, 67:22,  
67:24, 68:1, 68:3,  
68:5, 68:7, 68:8,  
68:11, 68:13, 68:15,  
68:16, 68:24, 69:1,  
69:4, 69:7, 69:14,  
69:18, 70:4, 73:13,  
74:1, 74:4, 74:12,  
74:17, 74:18, 74:24,  
75:1, 75:4, 75:24,  
76:2, 76:12, 76:13,  
76:17, 76:21, 77:2,  
77:9, 77:11, 77:12,  
77:21, 78:8, 78:9,  
79:19, 80:10, 80:11,  
80:13, 80:14, 80:16,  
80:19, 80:21, 80:22,  
80:24, 80:25, 81:4,  
81:16, 81:21, 82:3,  
82:5, 82:12, 84:6,  
87:1, 87:6, 87:16,  
87:19, 87:20, 87:22,  
87:23, 88:1, 88:3,  
88:8, 88:20, 89:18,  
92:10, 92:13, 92:15,

101:21, 102:1,  
102:10, 102:14,  
102:19, 102:24,  
103:1, 103:5, 103:7,  
103:15, 103:20,  
103:21, 104:1,  
104:2, 104:10,  
104:13, 104:17,  
104:18, 104:19,  
104:20, 104:23,  
104:24, 105:9,  
105:12, 105:14,  
105:15, 105:18,  
105:19, 105:25,  
106:2, 106:4, 106:8,  
106:10, 106:12,  
106:15, 106:17,  
106:19, 106:25,  
107:2, 107:3, 107:7,  
109:17, 109:19,  
109:21, 109:25,  
110:16, 111:9,  
111:14, 111:15,  
112:10, 112:12,  
112:14, 112:24,  
113:1, 113:4, 113:6,  
113:7, 113:8,  
113:11, 113:14,  
113:17, 113:18,  
113:20, 113:23,  
113:25, 114:2,  
114:3, 115:6,  
115:11, 115:12,  
115:13, 115:24,  
116:1, 116:4, 116:5,  
116:10, 116:12,  
116:14, 116:15,  
116:17, 117:1,  
117:2, 117:20,  
117:22, 118:2,  
118:4, 118:6, 118:7,  
118:9, 118:13,  
118:14, 118:17,  
118:19, 118:20,  
118:23, 118:25,  
119:4, 119:10,  
119:12, 119:13,  
119:14, 119:17,  
120:5, 122:13,  
122:14, 122:19,  
122:21, 123:1,  
123:5, 123:15,  
123:18, 124:14,  
124:20, 125:2,  
125:5, 129:25,  
130:16, 130:24,  
131:11, 131:21,  
132:9, 132:13,  
132:16, 133:3, 133:9  
**MS** [94] - 4:9, 4:10,  
4:11, 4:13, 4:15,

4:17, 4:19, 4:21,  
4:22, 4:23, 4:25, 5:2,  
5:3, 5:18, 54:25,  
55:2, 55:6, 55:10,  
55:17, 56:1, 56:3,  
56:11, 56:16, 56:24,  
57:6, 57:9, 57:22,  
58:5, 58:10, 59:4,  
73:12, 74:10, 76:24,  
77:6, 81:25, 82:4,  
82:22, 83:6, 84:21,  
84:24, 85:3, 85:8,  
85:17, 85:21, 86:11,  
86:13, 86:16, 86:18,  
86:21, 86:23, 87:5,  
87:7, 89:6, 89:9,  
89:12, 89:13, 89:15,  
120:16, 120:22,  
121:5, 122:20,  
122:25, 123:4,  
123:12, 123:17,  
123:19, 124:16,  
124:21, 125:4,  
125:9, 125:12,  
125:22, 126:1,  
126:4, 126:7,  
127:17, 127:20,  
127:25, 128:5,  
128:8, 128:14,  
128:18, 129:13,  
129:19, 129:23,  
130:3, 130:13,  
131:24, 132:11,  
132:15, 132:17,  
132:20, 132:23,  
133:8  
**multifamily** [1] - 15:23  
**multiple** [1] - 16:1  
**multitude** [1] - 102:5  
**municipal** [2] - 10:17,  
100:4

## N

**name** [24] - 5:16, 5:25,  
9:9, 54:25, 55:4,  
60:22, 69:16, 69:17,  
82:20, 82:21, 82:23,  
85:1, 85:2, 85:3,  
88:6, 88:7, 88:8,  
120:14, 120:15,  
120:16, 120:18,  
126:3, 128:17  
**narrative** [2] - 11:24,  
12:3  
**narrow** [2] - 21:9,  
46:21  
**narrows** [1] - 19:17  
**national** [2] - 8:1,  
91:17

**natural** [1] - 20:24  
**near** [1] - 22:17  
**nearest** [1] - 72:24  
**nearly** [1] - 29:5  
**necessarily** [1] - 64:21  
**need** [20] - 14:16,  
19:18, 19:21, 28:20,  
28:25, 47:8, 56:22,  
57:13, 61:1, 61:10,  
70:11, 72:20, 73:14,  
73:22, 81:23, 82:1,  
93:12, 94:10,  
104:14, 131:17  
**needs** [8] - 77:14,  
77:17, 80:12, 81:22,  
97:25, 120:1  
**negatively** [1] - 117:18  
**negotiated** [1] - 78:20  
**neighbor** [3] - 8:3,  
11:15, 41:15  
**neighbor's** [1] - 38:2  
**neighborhood** [5] -  
94:6, 112:8, 122:12,  
124:4, 124:24  
**neighbors** [8] - 7:2,  
7:6, 7:13, 7:17, 8:8,  
11:11, 76:14, 122:23  
**nervous** [1] - 125:13  
**net** [2] - 34:15, 34:19  
**never** [2] - 64:23,  
64:24  
**New** [21] - 1:9, 2:3,  
2:6, 9:13, 9:19,  
10:12, 22:18, 55:13,  
59:15, 69:19, 69:24,  
82:23, 83:2, 85:4,  
85:13, 88:10, 88:15,  
120:25, 121:8,  
129:16, 134:9  
**new** [14] - 32:25,  
41:19, 41:24, 72:20,  
75:9, 93:8, 94:3,  
97:18, 97:24, 98:13,  
99:20, 104:25,  
130:15, 133:11  
**NEW** [1] - 1:25  
**Newark** [1] - 121:9  
**newer** [1] - 25:17  
**newspaper** [1] - 43:16  
**next** [6] - 8:17, 11:18,  
89:7, 132:11,  
132:14, 133:6  
**nice** [7] - 7:20, 20:6,  
30:18, 42:24, 109:7,  
109:8, 129:1  
**nicely** [2] - 38:12, 47:1  
**night** [2] - 6:5, 94:8  
**nightmare** [2] - 105:23  
**nine** [4] - 22:23, 36:18,  
51:20, 75:16

**NO** [1] - 3:17  
**no-spin** [1] - 116:18  
**nobody** [3] - 108:16,  
129:1, 130:20  
**noise** [2] - 8:10, 86:2  
**non** [4] - 17:11, 17:22,  
31:16, 121:15  
**non-organized** [1] -  
17:11  
**non-permitted** [1] -  
31:16  
**non-traffic** [1] -  
121:15  
**noncompliant** [2] -  
15:20, 16:9  
**nonconforming** [3] -  
18:5, 28:6, 62:16  
**none** [8] - 16:6, 35:13,  
58:14, 63:8, 64:12,  
64:13, 64:14, 68:22  
**normal** [2] - 31:7,  
106:23  
**normally** [1] - 43:13  
**north** [9] - 13:3, 13:16,  
37:25, 38:21, 117:4,  
117:15, 123:11,  
123:15, 123:17  
**northbound** [2] -  
110:18, 111:17  
**northeast** [8] - 13:12,  
14:7, 16:13, 17:21,  
23:6, 27:9, 28:15,  
30:24  
**northwest** [8] - 12:24,  
16:25, 17:20, 19:8,  
20:3, 24:24, 25:4,  
119:8  
**Notary** [1] - 134:8  
**noted** [1] - 27:8  
**notes** [2] - 125:12,  
134:11  
**nothing** [5] - 35:2,  
50:8, 63:12, 84:2,  
124:7  
**notice** [2] - 31:3,  
43:22  
**Notice** [1] - 4:8  
**noticeable** [1] - 27:23  
**November** [4] - 89:24,  
89:25, 90:1, 90:15  
**number** [7] - 16:8,  
18:20, 28:5, 61:7,  
90:21, 109:10, 110:5  
**NUMBER** [1] - 3:17  
**numbers** [2] - 83:16,  
126:13  
**numerous** [1] - 10:22  
**NUTLEY** [1] - 1:1  
**Nutley** [26] - 1:9, 2:6,  
5:7, 38:7, 40:6, 44:7,

44:9, 48:23, 55:12, 58:24, 59:15, 80:9, 82:23, 83:1, 84:9, 85:4, 85:12, 87:2, 91:24, 92:6, 93:4, 117:12, 120:25, 124:25, 126:11 <b>Nutley's</b> [1] - 4:2	<b>off-peak</b> [6] - 23:15, 94:4, 95:13, 95:22, 116:23, 121:13 <b>office</b> [4] - 14:2, 18:11, 18:14, 58:23 <b>offices</b> [1] - 100:25 <b>official</b> [3] - 28:19, 44:22, 81:12 <b>offs</b> [1] - 7:22 <b>often</b> [1] - 109:4 <b>old</b> [1] - 15:2 <b>old-school</b> [1] - 15:2 <b>older</b> [2] - 98:12, 122:3 <b>once</b> [7] - 17:1, 43:25, 71:16, 74:5, 82:16, 95:11, 96:15 <b>one</b> [78] - 5:18, 6:4, 7:3, 7:6, 7:19, 11:10, 11:11, 14:12, 14:14, 15:4, 15:23, 18:14, 18:20, 19:19, 21:2, 22:10, 22:23, 23:19, 24:13, 26:6, 32:22, 32:23, 32:25, 33:7, 39:9, 40:6, 40:8, 41:12, 41:15, 57:18, 60:19, 60:21, 60:24, 61:5, 61:17, 62:2, 62:7, 62:9, 64:9, 70:10, 70:19, 71:10, 71:13, 74:6, 74:19, 75:2, 75:23, 82:2, 82:8, 89:8, 92:18, 93:3, 96:8, 98:22, 99:2, 99:8, 107:7, 107:11, 108:21, 111:12, 115:21, 117:22, 119:4, 121:11, 121:18, 121:22, 125:3, 127:15, 127:16, 127:25, 128:1, 130:1, 130:5, 131:1, 131:6, 131:17, 131:24 <b>one-bedroom</b> [2] - 14:12, 32:23 <b>one-family</b> [10] - 32:22, 32:23, 32:25, 60:19, 60:21, 62:2, 62:7, 64:9, 99:2, 99:8 <b>ones</b> [1] - 44:11 <b>onset</b> [2] - 18:16, 32:11 <b>open</b> [7] - 15:5, 16:17, 17:10, 35:14, 45:2, 47:2, 114:8 <b>opening</b> [1] - 8:14	<b>openings</b> [1] - 16:3 <b>operation</b> [1] - 128:4 <b>operational</b> [1] - 123:7 <b>operations</b> [1] - 101:2 <b>opinion</b> [7] - 38:11, 44:4, 53:18, 54:7, 116:21, 127:13, 132:23 <b>opportunity</b> [4] - 10:16, 41:19, 64:23, 93:18 <b>opposed</b> [1] - 96:17 <b>opposite</b> [3] - 13:12, 102:2, 130:19 <b>optimal</b> [1] - 20:4 <b>option</b> [1] - 38:17 <b>Orange</b> [1] - 2:3 <b>order</b> [24] - 12:1, 32:10, 49:10, 61:20, 79:17, 81:9, 83:22, 90:4, 91:22, 93:23, 94:22, 95:4, 96:3, 96:23, 100:7, 100:10, 101:18, 104:6, 108:9, 108:25, 111:3, 114:8, 114:13, 115:18 <b>orderly</b> [1] - 61:20 <b>ordinance</b> [9] - 23:1, 23:3, 25:6, 25:19, 29:7, 58:1, 86:22, 87:2 <b>ordinarily</b> [2] - 94:12, 95:1 <b>ordinary</b> [2] - 93:3, 93:22 <b>Orecchio</b> [1] - 39:10 <b>organized</b> [1] - 17:11 <b>orientation</b> [1] - 13:22 <b>oriented</b> [1] - 30:21 <b>orifice</b> [1] - 34:6 <b>original</b> [1] - 71:24 <b>ornamental</b> [1] - 53:7 <b>otherwise</b> [3] - 46:6, 93:17, 96:25 <b>outdated</b> [1] - 24:1 <b>outer</b> [1] - 119:24 <b>outflow</b> [1] - 34:6 <b>outs</b> [4] - 107:20, 108:4, 113:24, 116:16 <b>outside</b> [4] - 22:8, 31:12, 71:5, 75:19 <b>owned</b> [7] - 60:13, 60:15, 60:16, 60:17, 61:4, 62:22, 102:13 <b>owner</b> [5] - 18:16, 59:25, 60:3, 124:18, 126:8	<b>owners</b> [1] - 72:12 <b>owns</b> [1] - 60:11  <b>P</b>  <b>P-O-W-E-R-S</b> [1] - 85:8 <b>P.E</b> [1] - 1:20 <b>p.m</b> [9] - 1:10, 89:25, 90:2, 91:3, 91:4, 91:10, 93:20, 95:15, 133:13 <b>P.P</b> [1] - 1:19 <b>package</b> [1] - 66:6 <b>page</b> [8] - 12:23, 12:24, 13:25, 14:1, 14:22, 15:13, 32:2 <b>PAGE</b> [1] - 3:17 <b>pages</b> [1] - 70:20 <b>painting</b> [1] - 126:18 <b>pallet</b> [2] - 96:3, 96:5 <b>palletized</b> [1] - 96:1 <b>pallets</b> [3] - 102:18, 102:20 <b>papers</b> [1] - 83:18 <b>parcel</b> [1] - 14:17 <b>parcels</b> [6] - 60:11, 63:7, 64:3, 64:18, 64:21, 65:9 <b>parents</b> [4] - 127:20, 127:24, 128:1 <b>park</b> [3] - 95:22, 95:23, 110:9 <b>parked</b> [2] - 15:12, 90:19 <b>parking</b> [30] - 18:4, 20:7, 22:20, 22:21, 24:7, 25:11, 29:22, 33:4, 33:6, 33:10, 34:4, 34:12, 45:5, 45:6, 45:8, 45:17, 45:19, 45:25, 95:2, 95:7, 96:25, 109:23, 110:1, 110:7, 110:8, 110:20, 110:22, 115:19, 115:21 <b>part</b> [7] - 33:24, 36:6, 39:17, 56:25, 66:16, 117:10, 123:24 <b>part-time</b> [1] - 39:17 <b>partial</b> [1] - 46:25 <b>particular</b> [6] - 61:14, 73:21, 75:20, 101:1, 103:8, 126:11 <b>particularly</b> [5] - 63:16, 93:9, 93:14, 98:5, 99:12 <b>parties</b> [1] - 63:8 <b>pass</b> [6] - 43:12,	43:14, 89:4, 93:1, 93:2, 112:19 <b>pass-by</b> [5] - 43:12, 43:14, 93:1, 93:2, 112:19 <b>Passaic</b> [54] - 1:4, 12:23, 13:16, 13:17, 13:25, 14:11, 16:5, 17:24, 19:17, 19:18, 21:4, 21:8, 21:23, 22:3, 22:7, 26:24, 30:13, 30:24, 30:25, 43:20, 49:21, 50:5, 50:23, 51:13, 51:15, 52:16, 53:8, 53:10, 53:13, 72:21, 78:24, 83:10, 83:23, 88:24, 89:20, 90:16, 92:24, 94:18, 94:19, 100:2, 108:12, 108:20, 110:19, 111:15, 112:1, 112:6, 117:4, 117:10, 117:25, 118:11, 118:12, 119:9, 124:12, 130:7 <b>passing</b> [1] - 94:15 <b>past</b> [5] - 5:8, 26:9, 27:22, 106:17, 107:18 <b>Pastore</b> [3] - 4:19, 81:22, 82:15 <b>PASTORE</b> [2] - 1:15, 4:20 <b>Paterson</b> [1] - 121:10 <b>path</b> [3] - 44:2, 93:3, 112:13 <b>pattern</b> [2] - 15:6, 73:16 <b>patterns</b> [1] - 111:22 <b>PAUL</b> [2] - 1:12, 1:19 <b>Paul</b> [2] - 6:5, 122:15 <b>paved</b> [3] - 16:16, 96:16, 96:17 <b>pavement</b> [2] - 96:20, 96:25 <b>peak</b> [29] - 23:15, 90:8, 90:11, 90:14, 90:16, 90:24, 91:3, 91:10, 93:9, 93:20, 94:4, 94:12, 94:15, 95:13, 95:22, 96:13, 97:1, 103:23, 104:1, 110:25, 112:14, 113:2, 113:7, 116:22, 116:23, 116:24, 121:13, 121:14 <b>pedestrian</b> [2] - 34:20, 121:21 <b>pencil</b> [1] - 7:16
--	---	---	--	--

<p><b>people</b> [45] - 7:25, 31:10, 43:6, 43:12, 43:25, 44:1, 44:8, 45:9, 57:17, 57:22, 63:13, 65:14, 73:18, 83:8, 83:17, 89:22, 93:9, 93:10, 93:11, 94:5, 95:5, 95:6, 97:19, 101:12, 101:13, 105:2, 105:4, 105:6, 107:6, 107:10, 108:5, 109:14, 109:23, 110:6, 110:24, 112:12, 114:11, 115:9, 121:21, 121:23, 122:11, 124:2, 127:7, 129:1</p> <p><b>per</b> [2] - 102:20, 104:14</p> <p><b>percent</b> [11] - 25:20, 29:7, 29:8, 29:14, 29:16, 29:19, 91:1, 91:7, 91:13, 108:4, 110:14</p> <p><b>perfect</b> [2] - 82:15, 131:5</p> <p><b>perhaps</b> [4] - 38:24, 46:16, 72:23, 79:21</p> <p><b>perimeter</b> [1] - 38:17</p> <p><b>period</b> [6] - 90:17, 92:18, 96:20, 104:9, 124:13, 130:11</p> <p><b>periods</b> [1] - 90:11</p> <p><b>permission</b> [3] - 11:14, 50:12, 58:18</p> <p><b>permit</b> [4] - 78:7, 78:12, 100:16, 101:13</p> <p><b>permits</b> [4] - 72:15, 72:17, 72:18</p> <p><b>permitted</b> [1] - 31:16</p> <p><b>person</b> [4] - 98:5, 110:10, 114:15, 115:3</p> <p><b>personally</b> [1] - 127:21</p> <p><b>perspective</b> [1] - 99:6</p> <p><b>ph</b> [1] - 60:16</p> <p><b>Photo</b> [2] - 14:22, 15:9</p> <p><b>Photograph</b> [1] - 15:14</p> <p><b>photographs</b> [1] - 14:2</p> <p><b>photos</b> [1] - 23:19</p> <p><b>pick</b> [3] - 93:17, 98:6, 121:24</p> <p><b>picked</b> [1] - 90:5</p> <p><b>picking</b> [1] - 103:10</p> <p><b>picture</b> [1] - 14:24</p>	<p><b>pictures</b> [2] - 17:7, 83:9</p> <p><b>piece</b> [5] - 7:3, 48:1, 48:2, 48:16, 61:14</p> <p><b>place</b> [9] - 24:19, 43:15, 44:24, 50:16, 100:10, 102:4, 102:6, 121:20, 124:10</p> <p><b>Place</b> [5] - 85:4, 85:12, 85:18, 85:21, 85:23</p> <p><b>placed</b> [2] - 99:20, 100:2</p> <p><b>places</b> [4] - 24:16, 96:3, 98:21, 124:3</p> <p><b>plan</b> [26] - 12:15, 18:6, 23:18, 23:20, 24:22, 31:13, 33:3, 35:16, 36:5, 36:19, 39:6, 39:22, 39:23, 48:24, 51:1, 69:10, 71:19, 71:25, 73:6, 94:22, 97:5, 97:7, 99:3, 111:12, 116:6</p> <p><b>planned</b> [1] - 85:24</p> <p><b>Planner</b> [1] - 1:19</p> <p><b>planner</b> [3] - 28:17, 30:4, 122:15</p> <p><b>planning</b> [7] - 6:6, 10:14, 10:18, 56:17, 86:14, 99:10, 100:5</p> <p><b>Planning</b> [2] - 75:14, 76:10</p> <p><b>planning/land</b> [1] - 10:11</p> <p><b>plans</b> [1] - 100:24</p> <p><b>plant</b> [1] - 56:8</p> <p><b>planted</b> [7] - 30:16, 33:11, 36:25, 37:2, 37:19, 37:21</p> <p><b>planter</b> [1] - 25:5</p> <p><b>planting</b> [1] - 48:24</p> <p><b>plantings</b> [6] - 30:18, 30:19, 38:13, 41:9, 41:15, 46:5</p> <p><b>plants</b> [1] - 38:15</p> <p><b>play</b> [1] - 124:4</p> <p><b>Pledge</b> [1] - 4:4</p> <p><b>plenty</b> [1] - 45:24</p> <p><b>plus</b> [2] - 20:14, 98:14</p> <p><b>point</b> [13] - 14:10, 16:11, 20:12, 26:1, 31:21, 46:7, 51:6, 68:5, 72:23, 98:22, 105:11, 119:21, 128:3</p> <p><b>points</b> [3] - 21:5, 26:23, 71:3</p> <p><b>police</b> [1] - 105:19</p> <p><b>policing</b> [2] - 107:9,</p>	<p>117:8</p> <p><b>political</b> [2] - 81:8, 81:9</p> <p><b>portion</b> [3] - 31:24, 34:4, 34:12</p> <p><b>position</b> [2] - 63:9, 63:13</p> <p><b>positioned</b> [1] - 96:2</p> <p><b>positive</b> [2] - 47:21, 52:24</p> <p><b>possibility</b> [3] - 56:19, 62:16, 130:12</p> <p><b>possible</b> [9] - 6:23, 8:6, 21:10, 28:10, 29:17, 40:10, 51:21, 99:13, 100:11</p> <p><b>possibly</b> [4] - 22:10, 40:24, 60:5, 62:17</p> <p><b>post</b> [2] - 116:7, 116:8</p> <p><b>potential</b> [4] - 34:14, 78:1, 78:2, 95:5</p> <p><b>potentially</b> [2] - 104:5, 108:10</p> <p><b>POWERS</b> [9] - 3:12, 84:24, 85:3, 85:8, 85:17, 85:21, 86:11, 86:16, 86:23</p> <p><b>Powers</b> [1] - 85:4</p> <p><b>practical</b> [2] - 21:6, 66:4</p> <p><b>practice</b> [1] - 34:2</p> <p><b>predominant</b> [1] - 108:5</p> <p><b>preferred</b> [1] - 19:11</p> <p><b>preliminarily</b> [1] - 71:18</p> <p><b>preliminary</b> [1] - 6:5</p> <p><b>premises</b> [1] - 62:20</p> <p><b>preparation</b> [1] - 97:15</p> <p><b>prepared</b> [7] - 3:18, 8:15, 12:10, 12:14, 18:10, 68:4, 90:5</p> <p><b>preselected</b> [1] - 103:12</p> <p><b>presence</b> [3] - 24:3, 24:8, 24:11</p> <p><b>present</b> [6] - 59:25, 60:3, 63:6, 65:7, 67:10, 81:24</p> <p><b>PRESENT</b> [2] - 1:11, 1:18</p> <p><b>presentation</b> [2] - 5:8, 78:14</p> <p><b>presented</b> [4] - 7:25, 24:10, 35:15, 123:2</p> <p><b>presently</b> [3] - 25:14, 60:22, 62:4</p> <p><b>preserve</b> [1] - 56:9</p> <p><b>pressure</b> [2] - 80:14,</p>	<p>81:8</p> <p><b>prestacked</b> [1] - 103:7</p> <p><b>presumably</b> [1] - 110:7</p> <p><b>pretty</b> [6] - 13:7, 23:1, 89:2, 110:11, 119:15, 127:13</p> <p><b>prevailed</b> [1] - 8:1</p> <p><b>prevent</b> [3] - 57:22, 58:3, 115:8</p> <p><b>preventative</b> [1] - 17:12</p> <p><b>previous</b> [2] - 23:19, 80:6</p> <p><b>previously</b> [5] - 18:10, 24:23, 49:11, 49:17, 125:25</p> <p><b>price</b> [2] - 106:21, 107:18</p> <p><b>primarily</b> [2] - 62:5, 93:1</p> <p><b>primary</b> [3] - 10:24, 93:7, 93:19</p> <p><b>principles</b> [1] - 92:18</p> <p><b>private</b> [1] - 101:17</p> <p><b>problem</b> [10] - 52:8, 78:1, 78:2, 79:24, 87:19, 105:3, 115:9, 129:8, 129:21</p> <p><b>problematic</b> [6] - 94:13, 115:22, 116:2, 116:9, 120:3</p> <p><b>problems</b> [5] - 63:12, 67:6, 72:12, 95:4</p> <p><b>procedural</b> [2] - 7:3, 7:23</p> <p><b>procedurally</b> [2] - 8:23, 78:9</p> <p><b>proceed</b> [2] - 6:17, 59:18</p> <p><b>proceeding</b> [1] - 64:8</p> <p><b>PROCEEDINGS</b> [1] - 1:4</p> <p><b>proceedings</b> [1] - 134:11</p> <p><b>product</b> [2] - 47:19, 106:21</p> <p><b>products</b> [1] - 98:19</p> <p><b>professional</b> [4] - 9:13, 10:12, 10:14, 122:18</p> <p><b>program</b> [1] - 26:10</p> <p><b>programmed</b> [1] - 48:16</p> <p><b>prohibition</b> [1] - 116:9</p> <p><b>project</b> [10] - 18:16, 18:18, 18:21, 18:22, 32:9, 33:19, 60:10, 126:16, 126:23, 129:5</p>	<p><b>projected</b> [1] - 91:12</p> <p><b>projection</b> [1] - 91:6</p> <p><b>projections</b> [3] - 90:22, 90:24, 92:9</p> <p><b>projects</b> [4] - 11:1, 75:3, 79:3, 92:2</p> <p><b>promote</b> [1] - 26:8</p> <p><b>proper</b> [1] - 114:9</p> <p><b>properties</b> [9] - 1:6, 13:23, 25:15, 26:15, 31:6, 38:10, 62:7, 65:15, 72:13</p> <p><b>property</b> [83] - 6:16, 6:19, 11:7, 11:15, 11:19, 12:15, 12:25, 13:2, 13:7, 13:8, 13:11, 14:6, 14:8, 14:10, 14:24, 15:11, 15:15, 15:19, 16:4, 16:5, 16:9, 16:15, 16:22, 16:24, 17:3, 17:6, 20:17, 20:21, 20:23, 21:12, 21:16, 23:22, 23:23, 24:24, 24:25, 25:4, 25:10, 25:15, 27:9, 27:21, 29:3, 29:9, 29:16, 29:18, 30:4, 30:23, 37:24, 37:25, 38:2, 41:16, 42:8, 48:13, 50:24, 54:3, 55:19, 55:24, 55:25, 56:7, 56:13, 56:18, 57:18, 57:23, 60:1, 60:10, 60:14, 60:20, 61:14, 63:10, 63:19, 65:4, 66:16, 67:13, 67:17, 67:20, 96:18, 101:24, 102:4, 122:2, 122:6, 124:15, 127:8, 127:9, 132:8</p> <p><b>proposal</b> [1] - 25:20</p> <p><b>proposed</b> [8] - 18:13, 27:11, 29:4, 41:11, 88:25, 90:23, 97:4, 97:11</p> <p><b>proposing</b> [5] - 32:24, 41:4, 43:3, 51:16, 97:8</p> <p><b>prospects</b> [1] - 67:10</p> <p><b>protect</b> [1] - 124:18</p> <p><b>proven</b> [1] - 92:5</p> <p><b>provide</b> [15] - 19:11, 19:18, 19:21, 19:22, 19:24, 24:12, 26:15, 26:22, 30:21, 71:13, 90:5, 118:9, 118:18, 118:23, 119:18</p> <p><b>provided</b> [11] - 16:20,</p>
--	---	---	--	--

22:20, 24:11, 25:14, 26:5, 27:13, 32:18, 45:20, 54:9, 71:14, 96:7

**provides** [5] - 25:12, 31:3, 43:22, 45:24, 90:13

**providing** [7] - 22:21, 24:14, 25:7, 25:8, 28:8, 45:22, 96:17

**provision** [2] - 23:20, 25:19

**proximity** [1] - 21:18

**public** [2] - 89:3, 131:12

**PUBLIC** [2] - 3:9, 81:2

**Public** [2] - 72:18, 134:8

**pull** [7] - 23:9, 23:11, 41:18, 41:23, 42:7, 43:23, 104:6

**pulled** [1] - 109:23

**pulling** [3] - 22:3, 45:10

**pulls** [2] - 22:9, 130:20

**pump** [2] - 14:21, 17:8

**pumper** [1] - 15:3

**pumping** [1] - 61:8

**pumps** [1] - 24:1

**pure** [1] - 34:16

**purpose** [4] - 92:7, 95:10, 110:4, 114:7

**purposes** [2] - 27:25, 28:22

**pursuit** [1] - 131:11

**pushed** [1] - 20:2

**put** [30] - 19:25, 24:19, 30:18, 32:7, 34:22, 37:25, 41:14, 41:18, 41:19, 41:24, 47:20, 50:13, 55:21, 56:25, 58:2, 66:7, 70:8, 70:15, 73:5, 76:18, 87:9, 89:9, 96:5, 97:21, 99:7, 99:11, 100:6, 122:5, 129:6, 131:16

**puts** [1] - 20:5

**putting** [4] - 41:25, 71:7, 72:20, 83:25

## Q

**qualify** [1] - 9:24

**quality** [4] - 120:19, 121:5, 122:1, 122:11

**quart** [2] - 93:23, 94:9

**quarter** [2] - 112:22, 112:25

**quarters** [1] - 108:3

**questions** [19] - 5:10, 7:2, 22:1, 24:13, 35:10, 35:17, 65:5, 66:24, 67:1, 68:18, 76:22, 82:18, 86:8, 101:22, 103:14, 103:22, 125:18, 128:10, 129:14

**quick** [8] - 30:8, 37:12, 77:9, 96:2, 96:6, 107:13, 117:22, 131:24

**QUICK** [4] - 1:22, 1:24, 134:6, 134:23

**quite** [3] - 61:7, 92:24, 109:4

## R

**R-1** [2] - 13:2, 13:15

**R-2** [1] - 17:17

**radiuses** [1] - 118:5

**rain** [1] - 34:21

**raise** [10] - 9:15, 55:1, 55:8, 59:11, 69:20, 82:24, 85:6, 85:9, 88:11, 120:21

**raising** [1] - 57:3

**RALPH** [1] - 1:15

**rapid** [1] - 37:10

**rate** [1] - 37:11

**rates** [7] - 90:25, 91:13, 91:16, 91:17, 91:20, 92:4

**rather** [4] - 89:1, 96:6, 101:17, 107:23

**re** [1] - 133:4

**re-group** [1] - 133:4

**reach** [1] - 98:6

**react** [1] - 91:24

**read** [2] - 4:6, 4:8

**reading** [1] - 36:20

**real** [3] - 23:19, 30:8, 122:22

**really** [24] - 7:25, 24:18, 26:7, 27:17, 29:9, 30:1, 30:2, 30:22, 31:14, 33:2, 43:20, 67:7, 71:15, 78:3, 79:17, 81:23, 110:17, 114:24, 120:1, 122:2, 124:17, 124:24, 125:1, 131:3

**Realtime** [1] - 134:8

**realtors** [2] - 65:11, 65:12

**rear** [5] - 28:18, 28:20, 28:21, 29:25, 72:8

**reason** [11] - 12:17, 37:22, 38:5, 52:13, 61:17, 84:14, 95:7, 95:9, 96:8, 96:9, 97:17

**reasonable** [10] - 64:2, 64:5, 64:17, 67:2, 67:3, 68:6, 68:9, 105:1, 124:22, 124:23

**reasonably** [1] - 40:2

**reasons** [3] - 57:18, 107:8, 109:10

**receive** [1] - 40:17

**received** [4] - 8:24, 10:10, 47:21, 64:9

**recent** [1] - 107:17

**recently** [2] - 62:19, 105:16

**recess** [1] - 68:23

**Recess** [1] - 69:6

**recited** [1] - 4:4

**recognition** [1] - 43:7

**recognize** [1] - 43:6

**recollection** [1] - 60:5

**recommend** [1] - 91:21

**recommendation** [1] - 76:8

**recommendations** [1] - 69:12

**recommended** [2] - 71:20, 88:23

**record** [17] - 5:13, 8:24, 32:8, 32:20, 47:21, 58:21, 70:8, 70:16, 71:8, 73:5, 77:3, 81:12, 87:9, 97:22, 99:7, 104:3, 107:5

**Recording** [1] - 1:19

**records** [1] - 62:23

**red** [9] - 109:5, 114:24, 130:10, 130:16, 130:19, 130:21, 131:7, 131:8

**redesign** [1] - 7:14

**reduced** [2] - 34:13, 34:17

**reducing** [2] - 20:22, 21:4

**reduction** [1] - 34:15

**referring** [1] - 61:3

**regard** [3] - 121:6, 122:9, 122:12

**regarding** [4] - 3:19, 45:5, 89:16, 119:5

**regards** [3] - 46:3, 65:23, 120:11

**regional** [1] - 91:17

**Registered** [1] - 134:7

**regular** [1] - 44:1

**regularly** [1] - 121:24

**regulations** [2] - 66:20, 97:18

**reiterate** [5] - 17:15, 30:10, 30:11, 33:23, 70:24

**related** [3] - 67:5, 72:22, 78:20

**relates** [1] - 12:20

**relationship** [2] - 10:20, 19:15

**relatively** [4] - 16:10, 37:10, 38:11, 90:6

**released** [1] - 34:7

**relevant** [1] - 65:4

**relief** [3] - 70:14, 70:21, 71:13

**relocate** [1] - 22:19

**relocated** [1] - 22:17

**relocation** [1] - 119:6

**relying** [1] - 54:5

**remain** [3] - 24:25, 48:3, 48:5

**remember** [4] - 11:9, 78:17, 92:19, 130:10

**remodeled** [1] - 27:13

**remove** [1] - 66:7

**removed** [3] - 72:4, 99:20, 115:22

**removing** [1] - 61:21

**rendering** [3] - 16:21, 16:24, 18:11

**Rendering** [1] - 18:9

**rendition** [1] - 44:22

**rental** [1] - 62:6

**rentals** [1] - 62:8

**reorient** [1] - 12:20

**repair** [4] - 14:19, 61:1, 61:4, 61:11

**replace** [3] - 25:17, 25:22, 56:5

**replacing** [1] - 61:21

**replenished** [1] - 9:1

**report** [7] - 69:9, 69:11, 70:9, 72:5, 78:12, 100:24, 125:7

**REPORTER** [1] - 1:22

**Reporter** [3] - 134:7, 134:8

**REPORTING** [1] - 1:24

**represent** [1] - 59:25

**representation** [1] - 100:20

**representations** [1] - 100:14

**represented** [2] - 60:3,

60:6

**representing** [4] - 5:16, 5:25, 6:13, 70:6

**requested** [2] - 6:16, 88:22

**requesting** [2] - 21:11, 31:14

**require** [1] - 18:22

**required** [8] - 17:25, 18:1, 18:2, 23:3, 25:6, 28:21, 51:2, 70:23

**requirement** [1] - 23:2

**requirements** [7] - 21:8, 26:22, 29:21, 29:22, 29:23, 29:24, 32:13

**requiring** [1] - 100:5

**resident** [1] - 84:18

**resident's** [1] - 84:8

**residential** [24] - 7:15, 7:18, 13:2, 13:11, 13:15, 13:18, 17:4, 18:3, 19:15, 20:3, 20:7, 25:5, 25:13, 29:8, 29:13, 29:18, 31:6, 33:15, 36:14, 40:9, 60:21, 72:13, 73:11, 132:14

**residents** [2] - 44:7, 57:11

**resistance** [1] - 112:13

**resolve** [1] - 67:9

**resources** [3] - 61:24, 62:1, 67:13

**respect** [3] - 51:22, 68:14, 75:17

**respectfully** [1] - 61:19

**respecting** [1] - 51:10

**response** [11] - 35:12, 35:19, 54:20, 58:13, 68:21, 86:9, 120:7, 125:19, 128:11, 129:15, 132:24

**responsibility** [4] - 57:1, 67:25, 101:5, 123:10

**rest** [1] - 91:25

**restored** [1] - 122:5

**restoring** [1] - 122:6

**result** [7] - 8:2, 28:3, 34:15, 34:20, 62:10, 62:19, 63:21

**retail** [3] - 10:23, 20:13, 97:11

**retain** [1] - 34:1

**retained** [3] - 11:5,

34:6, 122:22  
**retiming** [1] - 131:15  
**REUD** [1] - 9:12  
**reverse** [1] - 93:19  
**review** [3] - 27:6,  
 27:14, 46:24  
**reviewed** [4] - 26:20,  
 48:24, 48:25, 72:4  
**revisit** [1] - 54:11  
**RICCI** [2] - 1:19, 56:14  
**rich** [1] - 47:15  
**right-hand** [3] - 114:4,  
 114:12, 115:7  
**right-in** [1] - 116:10  
**right-in/right-out** [1] -  
 109:11  
**right-in/right-outs** [1]  
 - 116:16  
**right-of-way** [6] -  
 15:2, 15:18, 24:2,  
 26:3, 51:18, 72:16  
**right-out** [1] - 116:11  
**right-outs** [1] - 107:20  
**right-turn** [1] - 119:6  
**rights** [2] - 113:22,  
 113:23  
**RINALDI** [1] - 2:5  
**ripple** [1] - 114:14  
**Rite** [3] - 74:16, 75:8,  
 76:3  
**Rite-Aid** [3] - 74:16,  
 75:8, 76:3  
**River** [2] - 38:8, 53:5  
**RMR** [1] - 134:23  
**Road** [2] - 38:8, 53:5  
**road** [6] - 15:3, 38:21,  
 41:5, 105:2, 105:5,  
 117:11  
**ROAD** [1] - 1:24  
**Robert** [2] - 9:6, 9:11  
**ROBERT** [1] - 3:3  
**Rock** [1] - 2:3  
**roll** [1] - 4:6  
**roof** [1] - 34:4  
**room** [6] - 19:25,  
 20:15, 23:9, 45:24,  
 77:16, 95:8  
**roughly** [1] - 104:9  
**Route** [4] - 84:15,  
 84:16, 118:13,  
 121:16  
**route** [5] - 93:7, 93:19,  
 94:1, 118:1  
**routing** [1] - 64:25  
**row** [3] - 36:22,  
 103:23, 104:7  
**rule** [1] - 71:22  
**run** [2] - 30:7, 40:4  
**runaround** [1] - 83:24

**running** [1] - 105:16  
**runoff** [11] - 33:19,  
 34:3, 34:14, 34:16,  
 34:18, 34:24, 38:1,  
 38:2, 38:3, 38:16,  
 96:21  
**runs** [3] - 12:22,  
 12:23, 34:10  
**rush** [3] - 93:10,  
 93:11, 93:21  
**rushing** [1] - 124:2  
**RYDER** [2] - 1:16,  
 4:22  
**Ryder** [1] - 4:21

## S

**safe** [4] - 41:1, 43:4,  
 43:18, 109:16  
**safety** [6] - 19:12,  
 21:19, 31:9, 31:13,  
 43:5, 101:2  
**sake** [1] - 41:24  
**sale** [4] - 11:19, 67:4,  
 67:23, 67:24  
**sales** [2] - 20:14,  
 98:10  
**salute** [1] - 4:3  
**Sandy** [3] - 6:4, 90:3,  
 90:4  
**satisfies** [1] - 84:21  
**satisfy** [2] - 32:10,  
 84:20  
**Saturday** [2] - 90:1,  
 91:8  
**savvy** [1] - 81:9  
**saw** [2] - 110:9,  
 125:24  
**scenario** [1] - 117:3  
**schedule** [1] - 123:2  
**scheduled** [3] - 8:18,  
 95:13, 95:17  
**schematics** [2] - 7:15,  
 7:16  
**school** [1] - 15:2  
**Science** [1] - 10:8  
**screech** [1] - 114:7  
**screen** [2] - 20:6,  
 25:18  
**screened** [2] - 31:1,  
 31:7  
**screening** [1] - 17:3  
**Scrudato** [1] - 4:25  
**SCRUDATO** [142] -  
 1:12, 4:1, 4:5, 4:14,  
 5:1, 5:4, 5:21, 8:16,  
 8:21, 9:2, 9:5, 9:8,  
 9:15, 9:22, 10:1,  
 11:25, 12:4, 12:8,

35:9, 35:13, 35:20,  
 35:24, 48:23, 49:2,  
 49:9, 49:14, 49:17,  
 49:22, 49:25, 50:7,  
 50:15, 50:20, 54:18,  
 54:21, 54:23, 55:1,  
 55:3, 55:8, 55:15,  
 58:11, 58:14, 58:20,  
 58:25, 59:9, 59:11,  
 59:18, 65:19, 65:22,  
 66:14, 66:23, 68:12,  
 68:17, 68:22, 68:25,  
 69:3, 69:5, 69:13,  
 69:15, 69:20, 70:2,  
 73:24, 74:2, 74:8,  
 74:23, 74:25, 76:20,  
 76:22, 77:4, 77:7,  
 81:17, 82:10, 82:17,  
 82:24, 83:4, 84:4,  
 84:19, 84:23, 84:25,  
 85:6, 85:9, 85:15,  
 85:19, 86:6, 86:10,  
 86:12, 86:20, 86:24,  
 87:4, 87:14, 87:25,  
 88:2, 88:4, 88:11,  
 88:18, 89:5, 92:12,  
 101:23, 102:8,  
 102:11, 102:16,  
 102:22, 102:25,  
 103:3, 103:6,  
 103:13, 109:20,  
 117:21, 119:3,  
 120:6, 120:8,  
 120:20, 121:3,  
 125:8, 125:10,  
 125:17, 125:20,  
 125:23, 126:2,  
 126:5, 127:14,  
 127:18, 127:23,  
 128:2, 128:6, 128:9,  
 128:12, 128:15,  
 129:11, 129:14,  
 129:16, 129:20,  
 129:24, 130:1,  
 130:8, 130:14,  
 130:22, 131:10,  
 131:20, 132:19,  
 132:21, 132:25,  
 133:5  
**se** [1] - 102:20  
**season..** [1] - 104:3  
**second** [3] - 5:18,  
 40:15, 108:21  
**seconds** [1] - 108:25  
**Secretary** [2] - 1:13,  
 1:19  
**secretary** [4] - 4:6,  
 9:10, 55:5, 88:7  
**section** [2] - 33:22,  
 33:23

**secure** [1] - 78:6  
**Security** [1] - 62:5  
**security** [1] - 27:25  
**see** [53] - 13:5, 13:6,  
 14:21, 14:24, 15:4,  
 15:15, 16:21, 17:7,  
 19:7, 23:17, 24:2,  
 24:3, 24:4, 24:5,  
 24:6, 24:7, 33:9,  
 34:21, 35:20, 36:18,  
 37:17, 37:19, 44:21,  
 45:12, 52:9, 52:17,  
 52:22, 53:7, 56:22,  
 61:10, 81:13, 88:24,  
 91:23, 92:24, 98:15,  
 98:18, 98:19, 99:15,  
 101:7, 101:13,  
 105:3, 109:4, 109:9,  
 111:17, 111:24,  
 115:7, 115:23,  
 116:23, 118:21,  
 125:15, 131:13,  
 131:18, 131:22  
**seed** [1] - 131:16  
**seeing** [6] - 46:3, 46:4,  
 46:17, 83:8, 91:14,  
 102:21  
**seem** [2] - 104:20,  
 132:25  
**self** [2] - 107:8, 117:8  
**self-policing** [1] -  
 117:8  
**sell** [7] - 63:3, 63:10,  
 64:3, 64:18, 64:20,  
 65:8, 127:8  
**selling** [2] - 61:9,  
 64:18  
**Senator** [1] - 39:10  
**sense** [1] - 66:3  
**sensitive** [3] - 44:20,  
 123:10, 125:5  
**sensitivity** [1] - 47:13  
**separate** [2] - 79:15,  
 96:17  
**separates** [1] - 33:6  
**separation** [7] - 16:7,  
 19:5, 19:6, 21:12,  
 25:12, 32:13  
**September** [2] - 67:12,  
 70:5  
**sequence** [2] -  
 130:25, 131:1  
**Serge** [3] - 50:20,  
 71:10, 117:21  
**SERGE** [1] - 1:16  
**served** [2] - 54:3, 54:4  
**serves** [1] - 20:6  
**service** [13] - 13:13,  
 14:3, 14:18, 15:1,  
 15:16, 16:2, 16:11,

16:16, 32:21, 33:4,  
 96:7, 99:17, 107:16  
**servicing** [1] - 16:5  
**set** [7] - 22:5, 31:5,  
 87:10, 107:1, 110:2,  
 130:10  
**setback** [11] - 17:25,  
 18:1, 18:4, 21:11,  
 28:13, 28:21, 28:23,  
 28:24, 29:24, 51:3,  
 51:17  
**setbacks** [5] - 17:23,  
 21:16, 28:7, 28:9,  
 28:12  
**setting** [1] - 32:25  
**seven** [2] - 37:6, 75:6  
**several** [7] - 7:9, 11:4,  
 17:22, 26:25, 63:8,  
 65:10, 72:1  
**sewer** [2] - 72:20,  
 72:22  
**share** [3] - 82:9,  
 84:12, 84:18  
**shared** [3] - 15:21,  
 71:6, 71:7  
**sheet** [2] - 16:17, 34:9  
**shelf** [1] - 103:10  
**shelves** [2] - 98:2,  
 98:3  
**sheparding** [1] -  
 100:16  
**shop** [1] - 61:4  
**Shop** [1] - 128:24  
**shopping** [1] - 38:8  
**short** [2] - 38:19, 89:1  
**shorter** [1] - 57:19  
**show** [6] - 8:24, 14:2,  
 24:22, 36:14, 65:5,  
 81:5  
**shown** [1] - 31:12  
**shows** [2] - 36:16,  
 81:5  
**shrubbery** [1] - 57:17  
**shrubs** [3] - 24:8,  
 57:20, 58:2  
**shut** [1] - 5:21  
**side** [37] - 6:19, 13:12,  
 14:1, 18:1, 18:2,  
 19:5, 19:6, 21:11,  
 21:16, 22:22, 22:25,  
 26:17, 27:4, 27:20,  
 28:12, 28:16, 28:23,  
 28:24, 30:1, 30:21,  
 41:8, 41:12, 41:17,  
 41:20, 42:5, 72:9,  
 102:2, 102:9,  
 109:24, 111:3,  
 123:8, 123:11,  
 123:13, 123:16,  
 123:17, 126:22,

132:10	99:1, 99:3, 105:1, 109:14, 109:16, 111:12, 111:19, 111:21, 111:24, 112:1, 115:4, 115:11, 115:12, 116:6, 119:20	<b>Social</b> [1] - 62:5	<b>spot</b> [1] - 126:11	<b>standard</b> [13] - 23:1, 23:2, 26:13, 29:11, 33:15, 34:2, 45:16, 45:23, 95:1, 95:2, 99:14, 100:8
<b>sides</b> [2] - 42:12, 42:24	<b>sites</b> [1] - 96:23	<b>soil</b> [3] - 61:22, 66:7, 72:17	<b>spots</b> [1] - 109:24	<b>standards</b> [11] - 16:7, 19:4, 19:6, 26:24, 29:14, 32:5, 32:10, 73:11, 79:9, 100:4
<b>sidewalk</b> [1] - 15:5	<b>sits</b> [2] - 14:9, 132:2	<b>sold</b> [1] - 64:6	<b>spread</b> [1] - 98:7	<b>standpoint</b> [7] - 20:16, 21:19, 29:21, 30:2, 31:9, 34:17, 53:20
<b>sight</b> [5] - 31:12, 43:21, 51:19, 53:20, 114:9	<b>sitting</b> [1] - 95:19	<b>solely</b> [1] - 60:17	<b>square</b> [12] - 13:5, 17:18, 20:14, 20:15, 20:18, 20:20, 20:22, 20:23, 30:20, 97:9, 97:10, 98:11	<b>stark</b> [1] - 42:12
<b>sign</b> [16] - 7:22, 24:5, 30:11, 30:13, 30:17, 30:20, 31:2, 31:16, 43:2, 43:4, 44:25, 102:1, 102:2, 102:3	<b>situation</b> [6] - 66:8, 92:21, 107:1, 107:10, 108:15, 127:13	<b>solid</b> [1] - 25:18	<b>square-foot</b> [1] - 98:11	<b>start</b> [2] - 12:17, 83:21
<b>sign-offs</b> [1] - 7:22	<b>situations</b> [2] - 16:9, 107:24	<b>solve</b> [2] - 77:19, 80:3	<b>Stacy</b> [1] - 60:16	<b>started</b> [2] - 83:8
<b>signage</b> [3] - 44:20, 70:22, 117:13	<b>six</b> [20] - 6:14, 10:13, 16:25, 17:8, 25:5, 25:7, 25:16, 28:16, 28:24, 30:14, 36:18, 36:25, 37:3, 41:4, 48:12, 51:7, 53:1, 64:2, 75:6, 115:17	<b>sometimes</b> [2] - 128:23, 128:25	<b>staff</b> [1] - 26:20	<b>starting</b> [1] - 14:6
<b>signal</b> [3] - 84:14, 131:3, 131:15	<b>six-and-a-half</b> [1] - 30:14	<b>somewhere</b> [4] - 53:2, 53:4, 96:18, 104:12	<b>stage</b> [1] - 23:11	<b>state</b> [13] - 10:18, 16:18, 19:23, 34:23, 79:5, 83:18, 84:3, 99:16, 129:21, 130:15, 134:9
<b>signalized</b> [1] - 99:12	<b>six-foot</b> [5] - 16:25, 25:5, 25:7, 48:12, 51:7	<b>soon</b> [1] - 53:25	<b>stages</b> [1] - 11:6	<b>State</b> [1] - 134:8
<b>signals</b> [1] - 84:14	<b>six-foot-high</b> [1] - 25:16	<b>sorry</b> [6] - 11:25, 12:8, 42:6, 49:24, 117:25, 120:22	<b>staggered</b> [1] - 36:22	<b>state-of-the-art</b> [1] - 34:23
<b>signed</b> [2] - 23:7, 68:10	<b>size</b> [4] - 20:12, 23:4, 36:17, 45:12	<b>sought</b> [1] - 70:14	<b>Staigar</b> [24] - 3:19, 6:20, 7:1, 50:12, 54:13, 54:16, 69:2, 78:11, 80:17, 81:13, 87:17, 88:4, 88:9, 89:16, 92:16, 98:25, 101:23, 103:14, 109:21, 116:20, 117:16, 120:9, 127:16, 130:9	<b>statement</b> [2] - 79:9, 127:6
<b>significance</b> [2] - 47:11, 99:2	<b>skin</b> [1] - 112:3	<b>south</b> [4] - 38:21, 102:9, 123:11, 132:9	<b>STAIRS</b> [64] - 3:5, 54:15, 88:8, 88:9, 88:20, 89:18, 102:1, 102:10, 102:14, 102:19, 102:24, 103:1, 103:5, 103:7, 103:20, 104:1, 104:10, 104:17, 104:19, 104:23, 105:9, 105:14, 105:18, 105:25, 106:4, 106:10, 106:15, 106:19, 107:2, 107:7, 109:19, 109:25, 111:9, 111:15, 112:12, 112:24, 113:4, 113:7, 113:11, 113:17, 113:20, 113:25, 114:3, 115:11, 115:13, 116:1, 116:5, 116:12, 116:15, 117:1, 118:2, 118:6, 118:9, 118:14, 118:19, 118:23, 119:10, 119:13, 119:17, 122:14, 130:16, 130:24, 131:11, 131:21	<b>states</b> [1] - 10:14
<b>significant</b> [1] - 22:14	<b>slid</b> [1] - 21:10	<b>southbound</b> [1] - 52:16	<b>stand</b> [1] - 4:3	<b>States</b> [1] - 91:25
<b>significantly</b> [1] - 34:13	<b>slight</b> [1] - 46:8	<b>Southland</b> [2] - 7:11, 10:20		<b>station</b> [19] - 13:14, 14:3, 14:18, 15:1, 15:16, 16:2, 16:11, 16:16, 24:1, 32:21, 33:4, 60:14, 61:6, 64:12, 99:17, 107:22, 128:4, 128:20
<b>signs</b> [1] - 30:9	<b>slope</b> [2] - 16:12	<b>Southwest</b> [1] - 27:20		<b>stations</b> [3] - 107:16, 107:19, 108:2
<b>similar</b> [3] - 29:5, 33:12, 38:24	<b>slopes</b> [1] - 37:23	<b>space</b> [19] - 22:24, 23:21, 24:12, 24:15, 25:12, 39:21, 48:17, 48:18, 70:12, 70:13, 77:1, 87:12, 95:7, 95:23, 95:24, 97:4, 97:17, 98:18		<b>statistics</b> [2] - 6:18, 126:12
<b>similarly</b> [1] - 31:4	<b>slow</b> [6] - 36:2, 114:6, 114:12, 114:18, 114:21, 115:2	<b>spaces</b> [11] - 22:21, 22:23, 22:25, 23:3, 23:6, 23:14, 45:19, 45:25, 95:2, 110:1, 115:21		<b>stay</b> [4] - 86:7, 125:17, 129:11, 130:19
<b>simple</b> [2] - 89:2, 89:21	<b>slowly</b> [1] - 34:7	<b>spacing</b> [1] - 25:20		<b>stayed</b> [1] - 90:20
<b>Simply</b> [1] - 13:4	<b>Smack</b> [1] - 60:7	<b>speaking</b> [2] - 49:20, 100:20		<b>stays</b> [1] - 22:4
<b>simply</b> [2] - 89:18, 90:7	<b>smack</b> [7] - 60:13, 60:22, 61:8, 62:18, 66:8, 67:11, 67:14	<b>special</b> [6] - 5:5, 8:17, 8:22, 79:17, 133:6		<b>steer</b> [1] - 58:1
<b>simultaneously</b> [2] - 73:13, 75:15	<b>Smacks</b> [3] - 60:17, 63:9, 64:4	<b>specialists</b> [1] - 86:4		<b>stenographer</b> [1] - 128:17
<b>single</b> [7] - 14:10, 15:24, 31:21, 31:25, 32:4, 99:18, 100:9	<b>small</b> [5] - 14:19, 23:25, 34:6, 36:19, 96:12	<b>specialize</b> [1] - 65:14		<b>stenographic</b> [1] - 134:11
<b>single-family</b> [6] - 15:24, 31:21, 31:25, 32:4, 99:18, 100:9	<b>smaller</b> [3] - 75:12, 96:23, 112:15	<b>specifically</b> [5] - 14:3, 32:8, 35:14, 65:6, 70:11		<b>step</b> [3] - 35:23, 57:21, 68:8
<b>sit</b> [4] - 76:15, 89:21, 123:22, 131:18	<b>snow</b> [4] - 24:17, 24:19, 24:20	<b>specifics</b> [1] - 24:21		<b>stepped</b> [1] - 64:7
<b>site</b> [59] - 6:9, 6:24, 9:24, 10:10, 11:9, 12:15, 12:24, 14:3, 14:4, 15:8, 16:10, 18:6, 18:11, 18:15, 20:5, 20:19, 23:9, 24:17, 26:6, 26:12, 31:11, 35:15, 36:5, 37:23, 39:3, 39:9, 39:22, 39:23, 42:7, 43:7, 43:18, 45:14, 46:25, 48:24, 49:5, 49:15, 92:25, 94:22, 95:5, 95:8, 95:12, 95:19, 95:23, 96:22,	<b>snowstorm</b> [1] - 24:15	<b>specified</b> [1] - 96:10		<b>stepping</b> [1] - 119:25
	<b>so..</b> [2] - 76:19, 127:13	<b>speed</b> [2] - 82:16, 114:13		<b>still</b> [7] - 7:21, 39:17, 45:22, 61:16, 61:18, 115:18, 128:16

22:9, 22:13, 22:16,  
22:19, 25:25, 49:12,  
49:18, 50:6, 51:6,  
71:12, 71:17,  
101:24, 102:2,  
102:5, 102:6, 102:9,  
103:23, 119:6,  
121:8, 121:11  
**Stop** [1] - 128:24  
**stops** [2] - 26:1,  
121:10  
**storage** [1] - 61:13  
**store** [26] - 23:5,  
24:17, 24:20, 44:15,  
84:1, 85:24, 86:14,  
86:15, 90:23, 91:5,  
91:14, 94:7, 96:4,  
97:3, 98:9, 98:11,  
98:12, 98:13, 98:18,  
103:8, 103:10,  
107:14, 110:6,  
112:17, 122:10,  
129:6  
**STORE** [1] - 1:4  
**storefront** [1] - 27:2  
**stores** [7] - 93:25,  
96:12, 102:12,  
108:1, 108:6, 112:15  
**storm** [1] - 34:23  
**storms** [2] - 34:1, 34:2  
**stormwater** [3] -  
16:14, 34:7  
**story** [4] - 13:8, 14:8,  
15:16, 20:21  
**stream** [1] - 94:15  
**street** [14] - 18:5,  
34:10, 34:19, 51:10,  
52:14, 52:18, 110:9,  
121:8, 123:11,  
123:20, 124:5,  
124:6, 124:10, 127:4  
**Street** [29] - 1:5, 1:5,  
2:6, 6:19, 12:22,  
14:13, 15:24, 19:1,  
19:3, 21:4, 21:6,  
26:24, 31:5, 34:8,  
39:19, 55:7, 55:12,  
58:24, 59:15, 82:23,  
83:1, 94:18, 120:17,  
120:24, 121:15,  
123:22, 124:5,  
126:8, 126:10  
**streetscape** [2] -  
26:21, 26:23  
**strikes** [1] - 43:24  
**strip** [1] - 41:17  
**structure** [2] - 62:17  
**studies** [2] - 91:22,  
118:5  
**study** [4] - 27:10, 92:8,

104:5, 116:8  
**stuff** [1] - 103:10  
**style** [2] - 98:12, 98:13  
**subject** [3] - 66:20,  
79:4, 81:18  
**submit** [2] - 27:13,  
66:15  
**subsequent** [1] -  
88:20  
**successful** [2] - 65:1,  
79:10  
**sufficient** [2] - 94:21,  
114:5  
**suggestion** [5] - 7:19,  
39:25, 76:18, 76:19,  
117:8  
**suggestions** [2] -  
7:12, 8:6  
**suit** [1] - 41:15  
**Suite** [3] - 9:19, 69:19,  
69:23  
**sum** [2] - 88:2, 133:2  
**Sunshine** [1] - 4:6  
**sunshine** [1] - 4:8  
**superficial** [1] - 72:6  
**superimposed** [2] -  
12:16, 18:12  
**superstorm** [1] - 90:3  
**supplement** [1] - 25:3  
**supplemented** [1] -  
20:10  
**suppose** [1] - 133:10  
**surface** [1] - 34:18  
**surrounding** [3] -  
12:16, 12:19, 13:1  
**survey** [1] - 16:24  
**SUZANNE** [1] - 1:14  
**swear** [1] - 59:3  
**swing** [1] - 120:2  
**sworn** [9] - 9:20,  
55:13, 59:15, 69:24,  
83:2, 85:13, 88:15,  
120:25, 125:25  
**SWORN** [1] - 3:2  
**system** [5] - 16:19,  
33:25, 34:5, 34:8,  
34:23

**T**

**table** [1] - 90:13  
**tables** [1] - 90:7  
**tall** [1] - 30:14  
**taller** [1] - 30:15  
**tanks** [6] - 61:13,  
61:15, 61:21, 63:16,  
63:21, 66:7  
**Target** [4] - 38:9,  
113:2, 113:3, 121:16

**team** [7] - 36:9, 36:10,  
44:21, 47:1, 47:22,  
49:8, 100:15  
**technical** [1] - 105:10  
**technically** [1] - 71:17  
**teeth** [1] - 76:7  
**template** [1] - 119:19  
**ten** [6] - 51:16, 75:17,  
93:25, 112:22,  
112:24, 113:12  
**ten-foot** [1] - 51:16  
**tend** [1] - 47:16  
**tentative** [1] - 86:25  
**terms** [12] - 34:22,  
35:1, 76:7, 92:22,  
97:18, 98:8, 98:10,  
105:11, 109:3,  
114:19, 122:23,  
123:5  
**tested** [1] - 119:1  
**testified** [5] - 10:16,  
51:3, 88:22, 99:1,  
99:23  
**testify** [4] - 11:24,  
12:2, 50:12, 90:23  
**testifying** [2] - 59:4,  
59:7  
**testimony** [22] - 6:6,  
6:24, 12:18, 12:21,  
19:20, 21:22, 32:22,  
36:4, 43:10, 49:23,  
50:1, 50:3, 58:15,  
62:13, 70:25, 77:15,  
77:24, 86:19, 92:3,  
92:19, 99:4, 99:7  
**Thanksgiving** [1] -  
90:4  
**THE** [3] - 1:3, 3:9, 81:2  
**there'll** [1] - 127:3  
**thereof** [1] - 38:23  
**they've** [2] - 65:12,  
84:13  
**thinks** [1] - 39:24  
**third** [2] - 40:15,  
108:22  
**Thomas** [2] - 5:16,  
5:25  
**THOMAS** [3] - 1:13,  
1:15, 2:7  
**thoroughfares** [1] -  
108:3  
**thoroughly** [1] -  
131:22  
**thousands** [1] - 122:5  
**three** [37] - 7:9, 12:15,  
13:23, 14:1, 14:6,  
14:8, 15:16, 16:4,  
17:2, 21:3, 27:18,  
28:5, 28:14, 36:18,  
37:6, 37:9, 60:13,

60:16, 62:1, 62:9,  
62:16, 62:21, 62:23,  
63:3, 64:14, 64:18,  
64:21, 65:8, 70:20,  
81:23, 83:7, 90:19,  
108:3, 109:24,  
111:2, 124:12  
**three-families** [1] -  
62:9  
**three-family** [7] - 14:8,  
60:16, 62:1, 62:16,  
62:21, 62:23, 64:14  
**three-quarters** [1] -  
108:3  
**throughout** [5] -  
10:18, 26:7, 26:11,  
91:25, 129:21  
**throughs** [1] - 113:22  
**throw** [1] - 27:19  
**Thursday** [1] - 90:15  
**tie** [1] - 72:23  
**tie-in** [1] - 72:23  
**timed** [2] - 95:21,  
131:1  
**today** [5] - 23:24, 79:2,  
80:7, 92:20, 119:23  
**today's** [1] - 12:13  
**TODD** [2] - 1:20, 3:8  
**Todd** [1] - 69:18  
**together** [5] - 39:6,  
39:8, 39:11, 45:1,  
64:22  
**tomorrow** [1] - 92:20  
**tonight** [6] - 5:4, 51:3,  
69:2, 88:1, 88:3,  
133:12  
**took** [3] - 63:9, 91:9,  
111:11  
**top** [5] - 14:22, 24:2,  
31:23, 32:1, 91:3  
**topography** [1] -  
37:23  
**total** [4] - 16:3, 20:15,  
20:23, 22:23  
**totally** [1] - 67:12  
**towards** [13] - 14:23,  
19:17, 20:3, 20:8,  
27:21, 30:25, 36:14,  
37:24, 37:25, 38:8,  
38:21, 52:14, 72:9  
**Town** [2] - 5:6, 8:24  
**town** [15] - 6:13, 6:20,  
19:6, 39:16, 40:11,  
40:16, 62:20, 62:23,  
71:6, 71:7, 73:11,  
73:20, 83:21, 84:3  
**town's** [1] - 70:7  
**TOWNSHIP** [1] - 1:1  
**township** [8] - 44:20,  
69:8, 70:4, 75:21,

75:22, 101:16,  
101:17, 101:20  
**Township** [5] - 1:8,  
1:19, 1:20, 87:2,  
117:12  
**track** [2] - 94:15, 96:2  
**tractor** [4] - 95:10,  
95:12, 95:19, 118:2  
**tractor-trailer** [2] -  
95:19, 118:2  
**tractor-trailer's** [1] -  
95:12  
**traditional** [1] - 73:20  
**traffic** [73] - 3:20, 6:17,  
8:10, 18:23, 19:13,  
19:20, 20:2, 21:22,  
31:8, 32:12, 43:10,  
43:11, 43:12, 44:12,  
45:10, 50:4, 50:14,  
53:9, 53:16, 54:9,  
70:25, 71:25, 77:22,  
78:4, 83:7, 83:14,  
83:15, 84:1, 85:22,  
85:25, 86:1, 87:17,  
88:23, 89:16, 91:15,  
92:23, 94:3, 94:17,  
96:22, 99:6, 99:10,  
101:2, 103:23,  
103:25, 104:7,  
104:25, 105:5,  
107:25, 108:9,  
108:10, 109:14,  
110:23, 111:2,  
111:7, 116:7,  
116:24, 117:4,  
120:12, 121:6,  
121:15, 121:21,  
123:23, 124:8,  
124:11, 128:21,  
129:4, 129:5, 129:9,  
129:16, 129:21,  
130:11  
**trailer** [4] - 95:11,  
95:19, 118:2, 119:7  
**trailer's** [1] - 95:12  
**trailers** [1] - 119:15  
**transaction** [1] - 59:24  
**transcribed** [1] - 82:8  
**TRANSCRIPT** [1] - 1:3  
**transcript** [2] - 82:2,  
134:10  
**transcripts** [2] - 81:20,  
82:8  
**Transit** [1] - 22:18  
**transition** [1] - 61:20  
**trash** [4] - 20:15, 23:9,  
23:12  
**travel** [4] - 44:2, 93:4,  
93:23, 94:1  
**traveling** [7] - 43:12,

108:12, 110:18,  
111:16, 114:15,  
117:3  
**treatment** [1] - 72:17  
**tree** [2] - 24:7, 41:10  
**trees** [20] - 16:21,  
24:23, 25:1, 36:16,  
36:18, 38:6, 38:23,  
48:4, 53:7, 55:19,  
55:23, 56:5, 56:9,  
56:14, 56:15, 56:22,  
57:4, 57:8, 72:8,  
127:11  
**tremendous** [1] -  
23:20  
**Tremont** [2] - 88:9,  
88:14  
**triangle** [1] - 31:12  
**trickier** [1] - 21:9  
**tried** [1] - 45:21  
**trim** [1] - 55:22  
**trimmed** [1] - 56:23  
**trimming** [2] - 56:10,  
56:17  
**trip** [5] - 90:25, 91:16,  
91:20, 92:4  
**trips** [3] - 93:2, 94:11  
**trouble** [1] - 36:19  
**truck** [7] - 23:12, 96:6,  
96:7, 96:14, 103:8,  
103:11, 120:1  
**trucks** [5] - 23:9,  
117:23, 117:25,  
121:7, 121:12  
**true** [6] - 11:12, 11:20,  
67:14, 93:20, 100:1,  
134:10  
**truthful** [1] - 130:4  
**try** [14] - 6:22, 26:8,  
49:7, 62:2, 77:18,  
79:6, 79:7, 80:3,  
80:22, 107:24,  
111:2, 112:5,  
116:17, 131:13  
**trying** [12] - 6:15, 8:5,  
79:20, 83:11, 105:4,  
105:7, 108:22,  
110:5, 114:3, 119:8,  
124:22, 132:7  
**tucked** [1] - 31:6  
**Tuesday** [1] - 89:25  
**tunnel** [1] - 98:16  
**turn** [59] - 18:7, 22:4,  
22:6, 22:8, 43:18,  
53:10, 53:12, 53:14,  
53:15, 53:25, 71:4,  
71:11, 71:15,  
105:22, 107:21,  
107:23, 108:4,  
108:8, 108:13,

108:14, 110:17,  
110:19, 111:6,  
111:10, 111:16,  
111:18, 111:20,  
111:21, 111:23,  
111:25, 112:1,  
112:6, 112:7, 114:4,  
114:5, 114:12,  
114:13, 114:18,  
115:4, 115:7, 116:9,  
116:22, 117:5,  
117:7, 117:15,  
117:17, 118:10,  
118:12, 118:15,  
119:6, 119:11,  
119:23, 123:21,  
126:19, 126:20

**turn/right** [1] - 71:4  
**turning** [3] - 118:5,  
118:10, 119:19  
**turnover** [1] - 107:13  
**turns** [7] - 108:4,  
108:7, 108:15,  
108:23, 114:25,  
129:2, 130:19

**TV** [1] - 81:5  
**tweaking** [1] - 39:23  
**two** [31] - 13:8, 14:8,  
15:16, 15:25, 16:5,  
17:4, 18:24, 20:21,  
21:4, 21:5, 22:10,  
23:6, 25:15, 28:9,  
40:9, 45:1, 48:4,  
62:6, 62:8, 62:21,  
62:23, 70:19, 81:22,  
82:16, 99:17,  
110:23, 115:21,  
116:3, 120:2,  
124:12, 127:14

**two-story** [4] - 13:8,  
14:8, 15:16, 20:21  
**type** [7] - 17:13, 25:21,  
27:19, 37:6, 38:14,  
44:13, 131:9  
**types** [4] - 38:15,  
107:13, 108:1, 108:6  
**typical** [2] - 23:4,  
45:16  
**typically** [3] - 95:13,  
115:16, 116:5

## U

**U-turn** [1] - 105:22  
**ultimately** [2] - 76:9,  
76:16  
**um-hum** [9] - 36:15,  
57:24, 80:10, 87:22,  
105:25, 114:2,  
116:4, 120:5, 129:23

**unbelievable** [1] -  
126:22  
**uncontrolled** [1] -  
22:13  
**under** [8] - 11:19,  
27:15, 36:12, 39:20,  
50:13, 66:2, 101:20,  
128:16  
**underground** [3] -  
33:25, 34:5, 61:13  
**understood** [1] -  
75:10  
**unfortunately** [1] -  
83:17  
**unit** [1] - 15:17  
**United** [1] - 91:25  
**units** [3] - 14:15,  
39:20, 62:9  
**University** [1] - 10:9  
**unless** [1] - 120:1  
**unloading** [1] - 117:23  
**unused** [2] - 47:25,  
96:16  
**up** [54] - 12:22, 13:24,  
15:3, 15:12, 24:13,  
24:18, 24:22, 25:25,  
30:17, 30:24, 31:4,  
32:25, 37:12, 38:18,  
39:6, 41:5, 43:21,  
46:15, 46:19, 49:19,  
50:4, 50:12, 51:23,  
52:8, 52:15, 64:7,  
71:11, 71:13, 76:25,  
79:8, 82:16, 84:8,  
88:2, 89:7, 91:3,  
92:11, 93:17, 98:6,  
103:11, 107:1,  
110:2, 111:20,  
111:24, 114:16,  
117:2, 117:9,  
119:25, 120:2,  
121:24, 128:23,  
129:4, 131:19, 133:2  
**update** [1] - 78:11  
**updated** [2] - 25:18,  
98:13  
**upgrade** [1] - 62:3  
**used-car** [1] - 61:9  
**uses** [4] - 17:4, 17:6,  
18:4, 99:13  
**utilities** [1] - 16:20  
**utilize** [1] - 96:15  
**utilizing** [1] - 96:24

## V

**vacant** [2] - 62:9,  
62:10  
**valuable** [1] - 53:11

**value** [4] - 67:4, 67:17,  
67:20, 122:2  
**vantage** [1] - 98:22  
**variance** [8] - 21:11,  
21:16, 21:17, 28:20,  
29:1, 31:15, 70:14,  
70:21  
**variances** [1] - 49:5  
**vast** [1] - 116:15  
**vehicle** [3] - 71:13,  
114:3, 115:19  
**vehicles** [3] - 89:22,  
90:18, 115:1  
**verbalized** [1] - 40:13  
**verbatim** [1] - 134:10  
**versus** [4] - 21:17,  
22:11, 91:25, 121:14  
**viability** [2] - 18:18,  
92:8  
**viable** [1] - 19:25  
**Vice** [1] - 1:13  
**vinyl** [4] - 25:23, 41:3,  
41:9, 41:10  
**virtually** [2] - 14:25,  
118:16  
**visibility** [3] - 30:22,  
57:13, 73:21  
**vision** [2] - 31:8, 98:16  
**visual** [1] - 51:18  
**voicing** [1] - 132:23  
**VOIR** [1] - 10:4  
**volume** [2] - 98:8,  
98:10  
**volumes** [1] - 94:17  
**voluntarily** [1] - 58:8  
**voluntary** [2] - 76:6,  
76:13  
**vote** [1] - 4:7

## W

**W-I-L-S-O-N** [1] -  
120:18  
**wait** [4] - 54:1, 54:2,  
108:11, 123:23  
**waiting** [6] - 44:21,  
95:6, 108:20,  
110:23, 114:5  
**waiver** [1] - 96:9  
**walk** [4] - 11:14,  
57:18, 110:10, 118:1  
**walked** [2] - 11:7,  
66:12  
**walking** [3] - 57:23,  
58:3, 67:4  
**wall** [2] - 20:6, 51:10  
**Wall** [2] - 9:13, 9:19  
**Wallpack** [1] - 27:18  
**wants** [4] - 64:20,

77:5, 95:18, 120:11  
**waste** [1] - 96:20  
**watch** [1] - 110:11  
**water** [1] - 72:16  
**ways** [2] - 112:3,  
116:3  
**Wednesday** [1] - 1:8  
**week** [3] - 95:11,  
96:15, 96:19  
**weeks** [2] - 7:9, 7:10  
**welcome** [2] - 4:2,  
86:11  
**Wendy's** [1] - 121:25  
**west** [6] - 13:4, 36:14,  
37:24, 41:3, 41:8,  
51:11  
**WEST** [1] - 1:25  
**West** [2] - 2:3, 91:19  
**westbound** [1] - 108:9  
**westerly** [1] - 50:16  
**whatsoever** [1] -  
124:11  
**wheel** [1] - 23:12  
**wheelchair** [1] - 98:6  
**whole** [5] - 29:15,  
74:11, 92:7, 114:7,  
120:2  
**wide** [4] - 17:19, 45:9,  
45:20, 115:17  
**wider** [2] - 97:19,  
97:25  
**width** [2] - 94:21,  
98:16  
**widths** [1] - 94:25  
**willing** [2] - 64:2, 64:4  
**Wilson** [1] - 120:17  
**WILSON** [16] - 3:13,  
120:16, 120:22,  
121:5, 122:20,  
122:25, 123:4,  
123:12, 123:17,  
123:19, 124:16,  
124:21, 125:4,  
125:9, 125:12,  
125:22  
**win** [1] - 7:24  
**window** [1] - 123:21  
**wish** [3] - 51:24, 52:1,  
52:2  
**witness** [14] - 5:8, 6:4,  
6:10, 8:15, 9:4, 9:24,  
11:23, 12:2, 59:5,  
59:7, 65:18, 87:24,  
125:18, 128:10  
**witness's** [1] - 5:10  
**WITNESSES** [2] - 3:2,  
3:7  
**wondering** [3] - 38:13,  
55:23, 56:16  
**wooden** [3] - 25:16,

25:24, 102:20  
**word** [1] - 81:9  
**words** [3] - 50:23,  
 82:7, 106:13  
**Works** [1] - 72:19  
**works** [2] - 30:2, 96:11  
**worried** [1] - 122:7  
**worse** [3] - 79:23,  
 83:15, 129:17  
**worst** [1] - 108:14  
**wraps** [2] - 14:11,  
 15:23  
**write** [2] - 70:5, 116:7  
**writing** [2] - 49:10,  
 81:14  
**wrote** [1] - 70:19

**X**

**XIO1731** [1] - 134:23

**Y**

**yard** [14] - 17:23, 18:1,  
 19:5, 19:6, 28:11,  
 28:12, 28:16, 28:21,  
 28:23, 28:24, 29:25,  
 30:1, 51:2  
**year** [6] - 26:9, 37:12,  
 80:4, 80:6, 133:11  
**years** [22] - 6:14,  
 24:16, 37:6, 37:10,  
 37:16, 61:7, 62:22,  
 64:2, 67:15, 72:1,  
 75:6, 79:2, 83:7,  
 107:17, 124:7,  
 126:9, 126:10,  
 127:21, 127:22,  
 127:24, 128:19  
**yellow** [1] - 130:18  
**York** [1] - 121:9  
**yourself** [2] - 5:13,  
 58:21  
**yup** [1] - 129:13

**Z**

**zero** [5] - 18:3, 18:4,  
 33:5, 33:20  
**zero-foot** [1] - 33:5  
**zone** [21] - 13:3,  
 13:14, 13:16, 13:18,  
 19:7, 19:8, 19:15,  
 20:3, 20:8, 29:8,  
 29:11, 29:12, 29:13,  
 30:3, 31:16, 36:13,  
 87:12, 87:17, 92:17,  
 96:10, 96:18

**zones** [3] - 17:17,  
 28:9, 38:11  
**ZONING** [1] - 1:1  
**zoning** [3] - 10:18,  
 17:16, 28:19  
**Zoning** [1] - 75:14